

13th
Inter
na
tional

Vintage and Veteran Rally

New Zealand 1972/Official Souvenir Record



STILL ROUND!

In 83 years of leadership in
tyre research and development
DUNLOP have improved everything
but the perfect symmetry of the circle.

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DUNLOP NEW ZEALAND LIMITED



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The Veteran Years of New Zealand Motoring

Pam MacLean & Brian Joyce

This handsome new book covers the 1898 – 1919 period. Illustrated with over 150 photographs, it includes car descriptions, the history of roading, legislation, associations and clubs, early races and trials, social and technical developments and the pioneering of new routes. There is also a fascinating chapter on the rise of the Veteran and Vintage movement in the 1950's, with some typical case histories. **\$4.95.**

The Caltex Book of Veteran and Vintage Cars in New Zealand

Mollie Anderson

Colour plates illustrate the history of a wide range of cars — from an 1895 Benz to a 1950 Maserati. **\$3.95.**

Published by

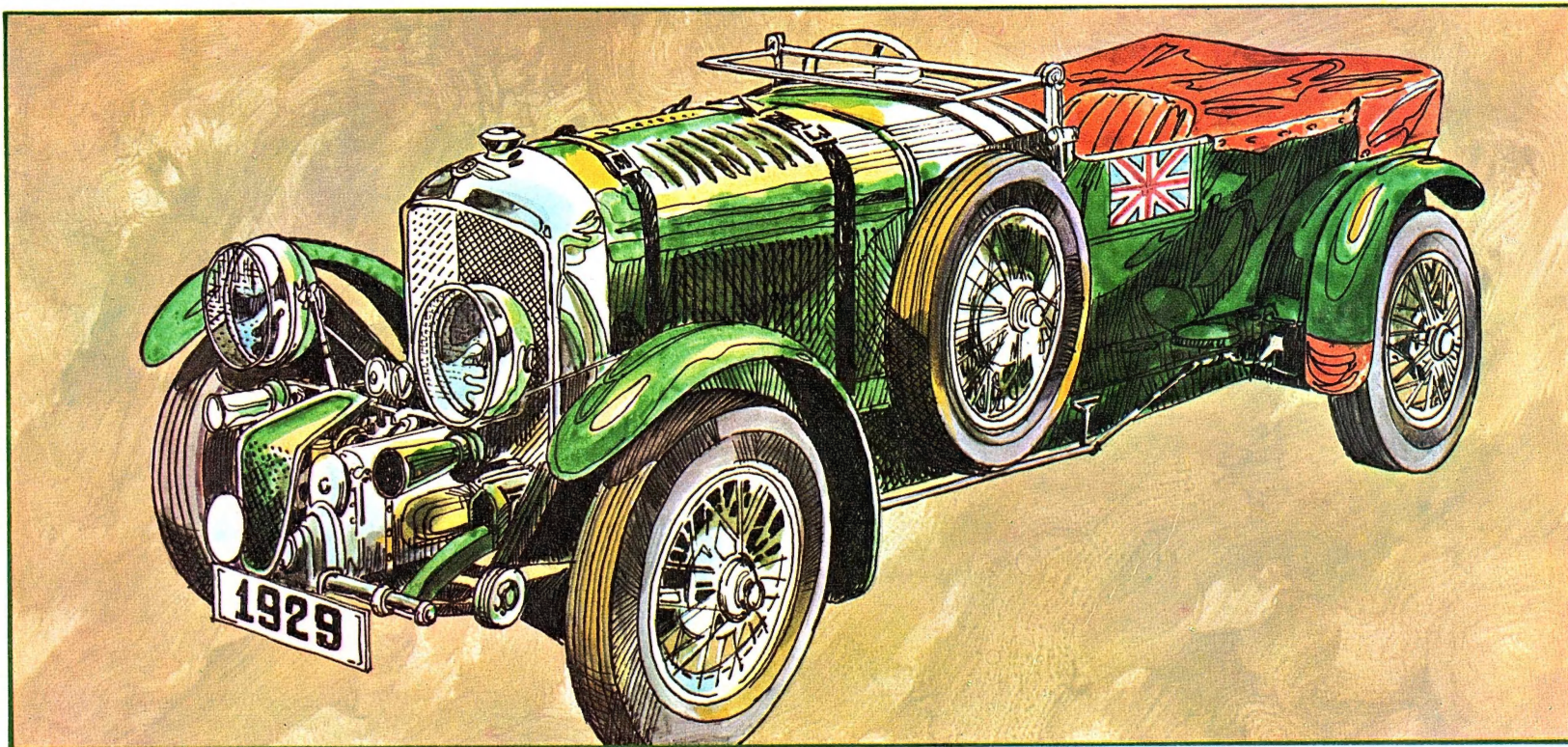
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82 Taranaki Street

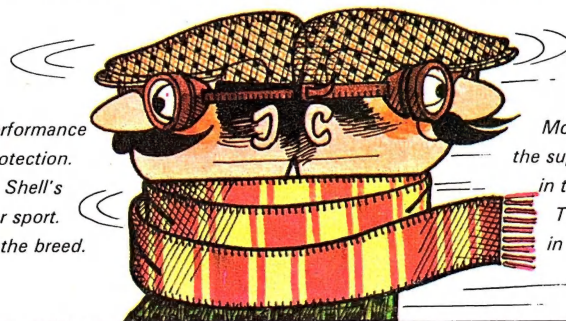
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That's Shell—that was!

*Since 1907 Shell has meant high performance
and superior engine protection.
Both made possible through Shell's
active participation in motor sport.
Racing and rallying improves the breed.*



*Motor sports helped to make the Bentley
the superb machine that won all before it
in the late twenties and early thirties.*

*The same applies to Shell—a leading name
in motor sport for more than sixty years.*



introduction



Exactly seven years ago New Zealand made its first impact on the international vintage and veteran rallying scene. More than 50 overseas cars travelled with 250 local entrants on the 6th International Rally, visiting Milford Sound and Haast on their scenic circuit of the South Island.

This was the first of the series to be held outside Europe. It was a popular success, and no doubt reports taken back overseas by the visitors helped establish this country as a desirable venue for motoring rallies.

So again, the Vintage Car Club of New Zealand hosts the international fraternity of enthusiasts. Covering the whole of New Zealand, with more than twice as many entrants as the 6th, the 13th International Rally will be the premiere event for 1972 on the vintage and veteran rallying scene.

We're a small country, remote from the traditional centres of automobile manufacturing, far from the exciting racing arenas where fabled marques fought for grand prix victories in the golden days of the 1920's and 30's. The vast majority of cars which were imported in those days were 'bread and butter' transportation: examples of famous makes were rare.

Yet today New Zealand not only boasts a highly enthusiastic vintage and veteran car fraternity, but an enviable list of distinguished marques as well.

Any register of rare and sought-after cars would be liberally sprinkled with New Zealand addresses. An inventory of cars such as New Zealand could produce would cause comment in any country in the Northern Hemisphere where far more numerous opportunities have existed for the care and preservation of yesterday's classics.

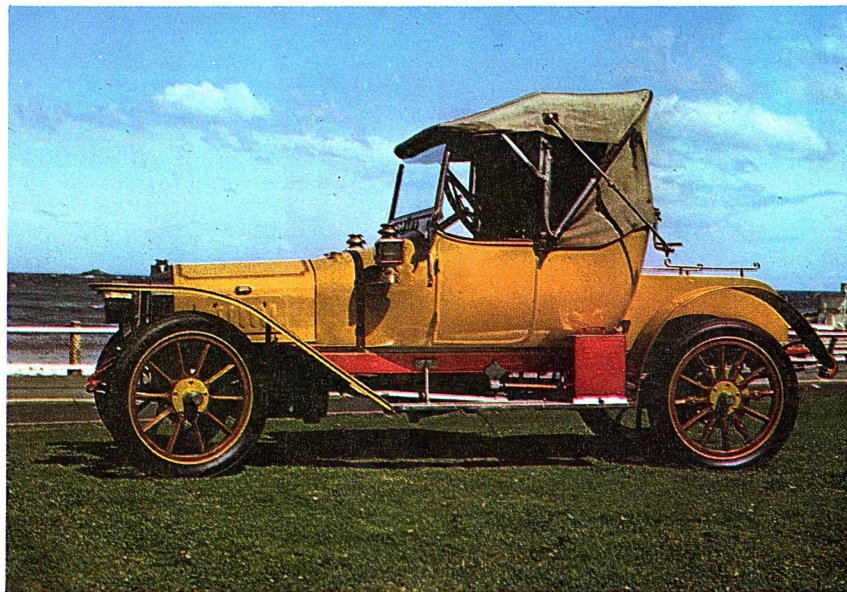
To varying degrees it was our remoteness and the peculiar set of national circumstances that has brought about this fortunate situation—and of course, the national Vintage Car Club.

The Vintage Car Club of New Zealand is unique amongst the world-wide brotherhood of Vintage, Veteran, Antique and Classic Clubs, in that it has its origins in the enthusiasms of youth instead of the nostalgia of age.

The New Zealand movement owes its existence to the post war shortage of parts, tyres and, indeed, of complete vehicles which induced a band of eight students at Canterbury University Christchurch to join forces for mutual assistance and social and competitive motoring. One evening in August 1946, in the Student's Association rooms the VINTAGE VEHICLES Association was born. No contact with other overseas organisations had been made and it is interesting to note that the age limits of members' vehicles was December 31 1927, the reason being that this date marked the demise of the Model "T" Ford and, generally speaking, of the Flat Tank motor cycle era! To those students anything later was very "Modern".

Two years were to see many changes. Experience and the widening of the Club activities beyond the various confines of the University campus led to a change of name to the present one in August 1948. The club membership had increased and a wider acquaintance with the better quality cars of the Vintage era, rapidly gave members a healthy respect for their vehicles and a growing awareness of the ramification of the Vintage and Veteran movement overseas. The Secretary (and his 1913 Panhard-Levassor) had joined the Veteran Car Club of Great Britain and many other contacts were being made with Australia, the United States and Great Britain.

*No. 107
1914 Delage
4cyl 1480cc
France.
Entrant:
W. D. Read, Dunedin.
Route No. 123.*



No. 107

Apart from overseas contacts the Club was widening its activities within New Zealand. Many of its members were also members of local sporting car clubs in which Vintage machinery was still formidable competition.

The Club's membership spread beyond Christchurch somewhat spasmodically for at no time, then or now, would it contemplate a "membership drive". It was the advent of the film "Genevieve" that really sparked off the growth of interest in Veteran activity and the spread of real Club activity outside Christchurch.

The first tangible reaction to the "Genevieve" premier came from Dunedin where a small band of members already existed. That City's progressive Mayor, the late Sir Leonard Wright, in search of a star attraction for their projected Festival Week, sought these out and from this meeting there sprang both the Otago Branch of the Club early in 1954 and the first Dunedin-Brighton Run in 1955. This event still holds a premier position in Dunedin's annual Festival.

All over New Zealand similar interest and reaction was felt and naturally focussed on a scattered group of original members in Wanganui (to become the Club's second Branch late in 1954) and in Auckland.

Some areas like Auckland and Invercargill decided to set up independent Clubs but most areas adopted the Branch pattern established by Otago and Wanganui. This pattern has stood up well to the twin pressures of human nature and distance in the intervening fifteen years. Under this Constitution every member joins the Club and is allocated to the Branch in whose territory he or she resides; the Club looks after National services such as the Club magazine, "Beaded Wheels" and the Register and Dating services, whilst the Branches cater for social services and competitive events.

So strong yet flexible has this arrangement proved to be, that all the separate

district Clubs have since wound up their individual affairs and joined up with the N.Z. Club as Branches, which now number nineteen throughout the Country.

The Club's "Beaded Wheels" Magazine has grown in stature to a world recognised historical magazine with subscribers in every country where Vintage motoring is enjoyed. Formerly a quarterly, it has become a bi-monthly production.

This rapid national growth stimulated the need for motoring events where all members could have a chance of seeing and driving unique cars from other areas. Easter 1957 saw the first such gathering at Picton where members and cars from Auckland to Invercargill met and competed against each other—over 100 vehicles in all. Since then such events have been strongly fostered and the public gate has in turn helped subsidise members from long distances to attend.

When an embryo International Organisation came into being on May 29th 1960 at a meeting in Weisbaden, Germany, NEW ZEALAND became a founder member.

A series of International Rallies was started and New Zealand had the great honour of playing host in March 1965 to the first of this great series to be held outside Europe. To "The Haast" Rally came over 50 overseas vehicles and with New Zealand members swelling the total to 300, they travelled over 1,300 miles of the South Island's most spectacular country.

This event brought international recognition to New Zealand as a rally venue of unique attraction, and was a worthy forerunner of the 1972 event.

Message from F.I.V.A. President

"I am very glad to read about the record entries and I am sure that the F.I.V.A. International Rally for 1972 will be a very outstanding event and I convey my best wishes to the organising Committee".

P. Van Leeuwen.
President C.S.M.
Federation Internationale des Voitures Anciennes.

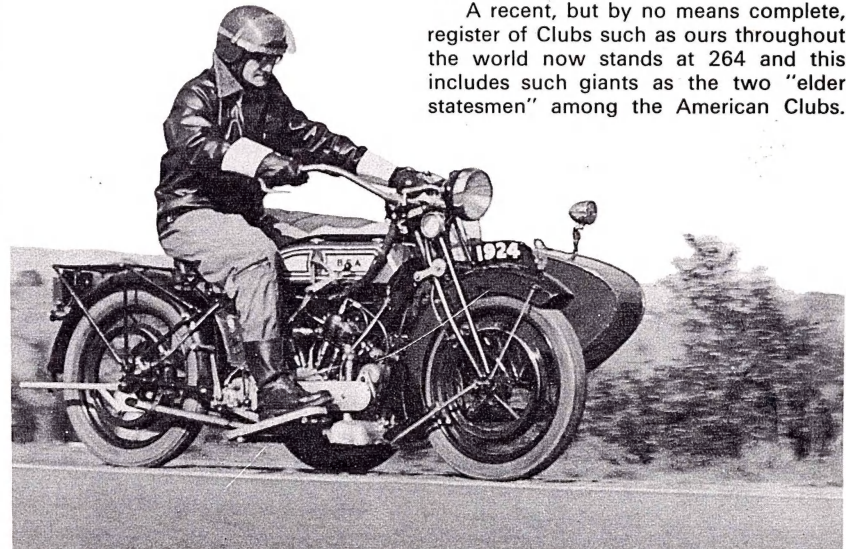
Rally a 'Birthday Party' for N.Z. club

In August 1946 there had been no "Genevieve" film and there was no "tax dodge" or "inflation hedge" in the possession of old Motor Vehicles.

There were only two Clubs in Great Britain, two in the U.S.A. and two in Australia devoted to such machinery. One of the Australian Clubs was of post-war foundation and thus only a few months separate the foundation dates of it and of the Vintage Car Club of New Zealand which was thus only the second club to be founded after the Hiatus of the War years. The first and oldest of all these is the Veteran Car Club of Great Britain founded in 1933.

Members of all these first clubs, and of many newer ones, are gathering here to help us to celebrate our first quarter century of life.

A recent, but by no means complete, register of Clubs such as ours throughout the world now stands at 264 and this includes such giants as the two "elder statesmen" among the American Clubs.



No. 187.

The Automobile Club of America and The Horseless Carriage Club of America with well over 25,000 members between them!

The Vintage Car Club of New Zealand has had a signal honour bestowed upon it by the International Federation of all these Clubs in being asked to stage the International Rally for 1972—the second occasion on which our small nation has had that privilege. Because the event is to mark our Silver Jubilee is a good reason but fortunately not the only one.

Over the 25 years that the Club has operated we have been able to build upon some of the unique legacies bestowed upon this country by both history and geography.

Pastoral wealth and relative under-population have given us a very early and full motoring history and good but uncrowded roads which have bequeathed to our generation some magnificent machinery and conditions under which they can still be driven as they were designed.

Our contemporary clubs in other countries can only envy us this facility and be only too keen to take an excuse to come and sample it!!

We have also been blessed by our smaller population in quite a different way in that it has saved our club from fragmentation into a number of small vociferous clubs to cater each for a special interest group within the overall confines of our hobby.

Our N.Z. Club is unique in the world in being a single organisation catering for every facet of the old vehicle movement. Cars and motorcycles, commercial vehicles and racing machinery from the most primitive to the most sophisticated that come under the very general title of "Old" are all the concern of the clubs as a whole and of its 20 branches throughout the country.

No. 187.
1926 BSA Comb. England.
Entrant:
R. Oldfield, Henderson.
Route No. 012.

This great Rally is a birthday party with a meaning—it accentuates our great motoring advantages and will serve to display our great heritage. It's great scope will serve to underscore our variety of interest and our ability to get enthusiasts for such diversity of machinery all working in harmony to a common end. Its geographical spread will ensure that our most far flung branches are all involved and will give our overseas friends and visitors the best possible insights into the diversity and pleasures of our country.

And to you, the reader, we trust the sight and sound of our machinery will give as much interest and pleasure as its restoration and presentation has given to us these last 25 years!

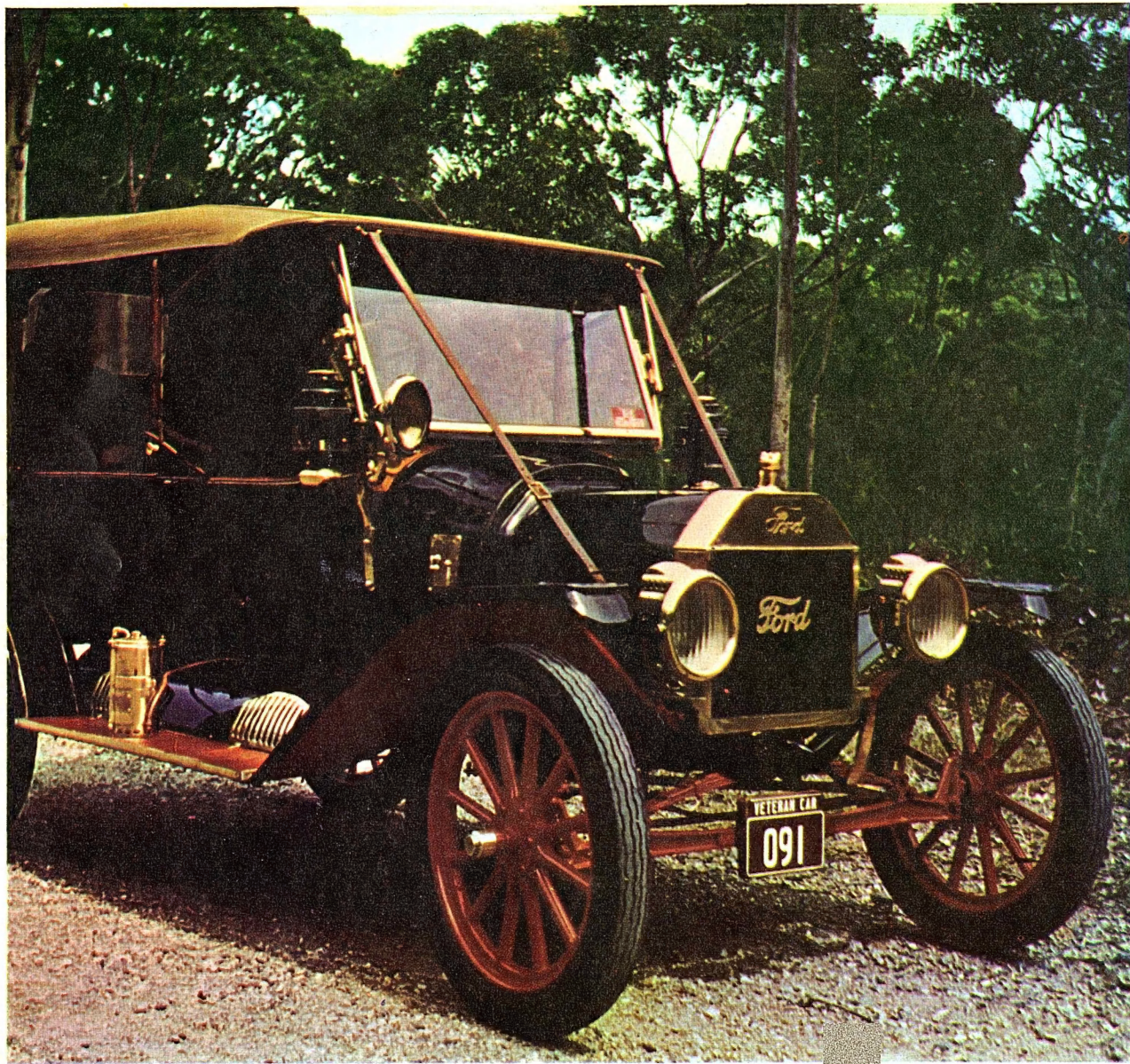
J. M. Sullivan.
President.
Vintage Car Club of N.Z. Inc.

A. A. Anderson.
Rally Director and Founder member.

No. 348.
1925 Austin, England.
Entrant:
D. M. Wells, Australia.
Route No. 091.



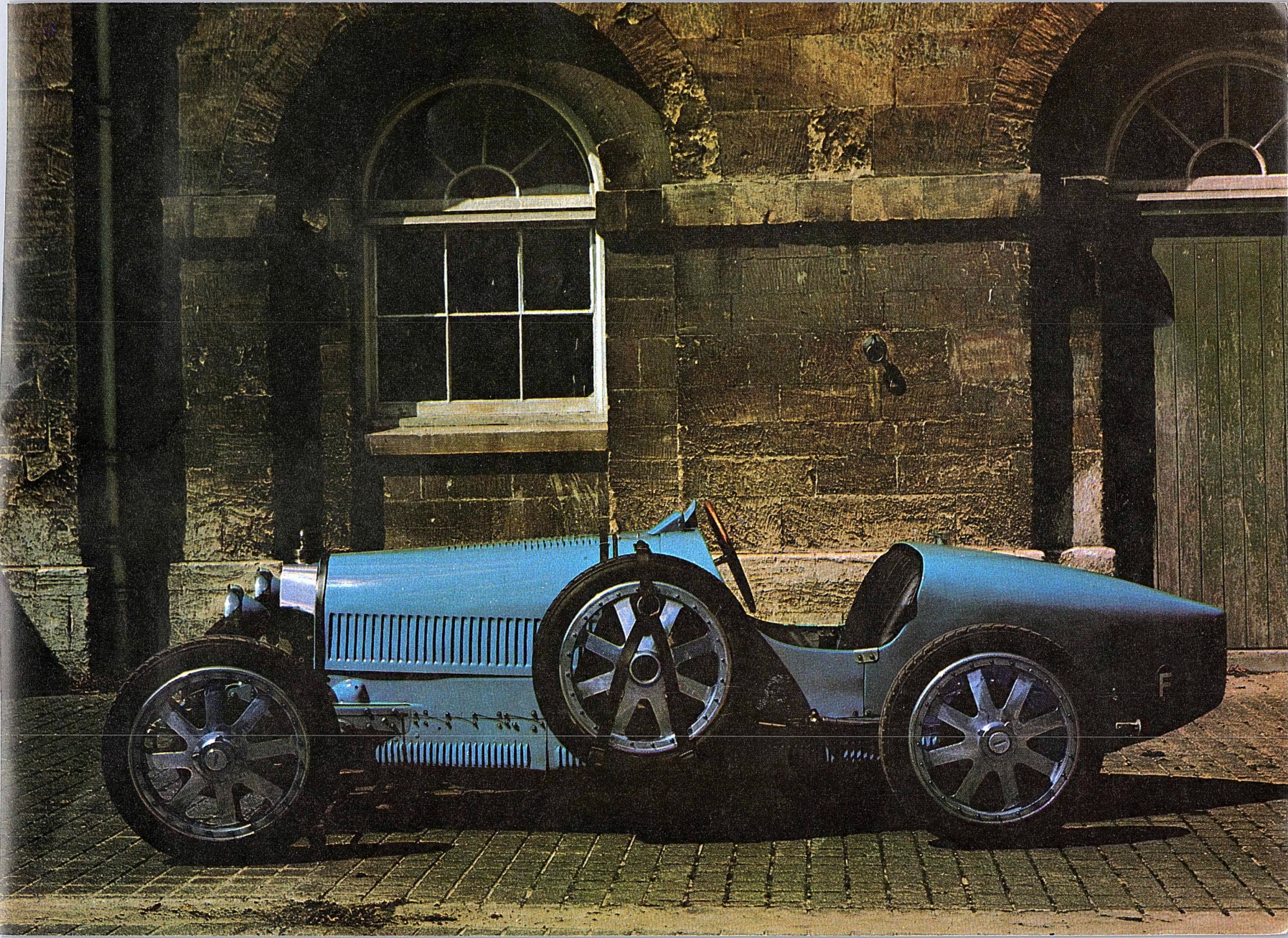
No. 348.



No. 611
1912 Ford Model T
4cyl. 2898cc
U.S.A.
Entrant:
G. Stelling, Australia.
Route No. 123.

No. 768
1924 Bugatti Type 35
8cyl 2262cc
France.
Entrant:
H. Moffatt, England.
Route No. 121.

No. 611

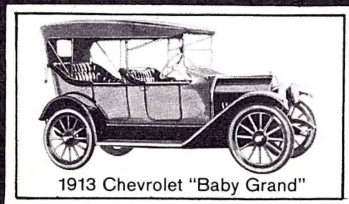




Mr Len Southward's Buick at Queenstown

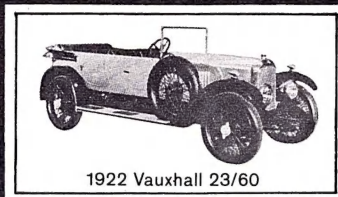
CARS THAT BUILT GENERAL MOTORS

Great cars – like great men – are made, not born. Since the 1900's General Motors have consistently proved it with cars like these – models that were once shining examples of man's achievement, many now just a memory as faded as the pictures in a family album.



1913 Chevrolet "Baby Grand"

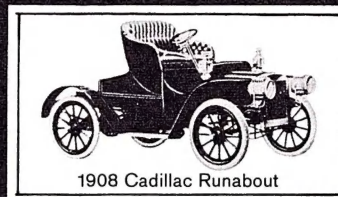
1913 CHEVROLET "BABY GRAND"
First Chevrolet with the valve-in-head engine. Seated five; weighed 2,375 lbs. Wheel base was 104 inches, tyres were 32x3½. The four cylinder engine was rated at 21.7 horsepower.
1922 VAUXHALL 23/60
Four cylinder engine – first



1922 Vauxhall 23/60

Vauxhall unit with overhead valves. Average price was £895, depending on bodywork and equipment.

1908 CADILLAC RUNABOUT
With this car Cadillac won the Dewar Trophy in London for developing interchangeability of parts. One of the most important advance-



1908 Cadillac Runabout

ments, this principle is now regular shop practice of all automobile manufacturers and one of the basic elements of mass production.

These are some of the cars that GM built and which in turn built for GM a reputation that has rarely ever been equalled. And so today, of all the cars manufactured, the models bearing the General Motors symbol are still renowned for their excellence.



General Motors
New Zealand Limited LMVD

cars to watch for

There are many splendid examples of veteran and vintage makes entered in the Rally; it is impossible to show individual pictures of all of them.

The following notes concern individual entries illustrated in colour in this programme and list other similar cars to be seen on various routes.

Entry No. 004 1912 Renault.

See Nos. 342 (Route 094) and 634 (Route 094) for other veteran Renaults; for a vintage example see No. 570 (Route 121) a 1925 model, one of the world's largest production models.

Entry No. 107 1914 Delage.

See also vintage examples Nos. 207 (Route 121) and 216 (Route 062).

Entry No. 143 1925 Bugatti Type 40.

See also other 4 cylinder Bugattis: Nos. 113 (Route 091), a Brescia model; No. 145 (Route 011) and No. 767 (Route 121), another Brescia model.

Entry No. 166 1924 Rolls Royce.

Introduced in 1922, this model marked Rolls Royce's break from the "one model" policy pursued since 1907. Other 20hp cars are Nos. 026 (Route 091), 423 (Route 012), 444 (Route 082), and 733 (Route 101). Later 20/25hp cars and the 3½ litre Rolls-Bentley, Nos. 322 (Route 092) and 513 (Route 081) were derived from this model.

Entry No. 177 1925 Austin Seven.

There are many Vintage Austins ranging from the famous "7" through the 12/4 and 16/6 and the 20hp. The make is represented on most routes. For a veteran example, see No. 249 (Route 013).

Entry No. 181 1930 Chrysler 77.

A good example of one of the deservedly best-loved makes from the USA. The Chrysler Corporation made many models in the vintage years; all were good cars and some, quite superlative.

With Stutz, they were the only American manufacturer to meet European sports cars with the standard touring machines and give them a good "run for

their money" in major competition during the vintage years. Represented on several routes, Entry Numbers to watch for are 049, 056, 069, 081, 082, 104, 109, 146, 228, 230, 297, 316, 344, 376, 403, 580, 598, 647, 697, 750, 758.

Entry No. 273 1923 Vauxhall 23/60.

Models entered include the "Prince Henry" (Entry No. 337, Route 091) and its famous sporting derivative, the 30/98, Nos. 002 (Route 011) 206 (Route 091), 257 (Route 091) and 714 (Route 011). For examples of the 14/40 see entry Nos 127, 202, 447, 517. The General Motors take-over model, the 20/60, is represented by Nos. 018, 425, 529 and 537; other 23/60 Vauxhalls are Nos. 217, 293, 396 and 747.

Entry No. 281 1921 Fiat Model 510.

This is one of the rare sporting versions of the big vintage Fiats. See also No. 459 (Route 121) and the many 501 and 509 models.

Entry No. 367 Rolls Royce Phantom I

The Phantom models I and II mark the successor to the famous Silver Ghost 40/50hp, the basis of the firm's one-model policy from 1907 to 1922. From this date on, these bigger cars are backed up by the 20hp and its derivatives. See Nos. 039 (Route 112) 607 (Route 092) and 734 (Route 101) for Silver Ghosts; other Phantoms are Nos 090 (Route 091), 732 (Route 101), and 765 (Route 091).

Entry No. 392 1913 Ford "Fronty".

A rare example of a modified Model T Ford. This was made with a special conversion kit of parts made by the Chevrolet Brothers under the name of "Frontenac".

Entry No. 574 1923 Doble.

A very rare car indeed. For other steamers, see the Stanley No. 077 (Route 013) and the very veteran Locomobile No. 594 (Route 094).

Entry No. 700 1925 Bentley 3 litre.

This Le Mans replica is representative of the generally recognised epitome of the vintage sports car. Other Bentley models

represented are the 3 litre 4½ litre, unblown 6½ litre and the Speed Six.

The following numbers are 3 litre cars and the later 4½ litre 4 cylinder cars made by the original Bentley Company. The list does not include Rolls Bentleys or the later 6 cylinder models.

3 litre: 033, 087, 096, 360, 427, 456, 567, 700.

4½ litre: 059, 061, 106, 350, 717, 735.

Entry No. 718 1916 Dodge Roadster.

Dodge Brothers were pioneers of all-metal pressed and welded bodywork, hence the clean and "modern" appearance of even their earliest models. The company concentrated on a "one-model" policy from the beginning of their operations until late in the vintage period. There are 12 other examples of this first model entered; more than 20 examples of later models.

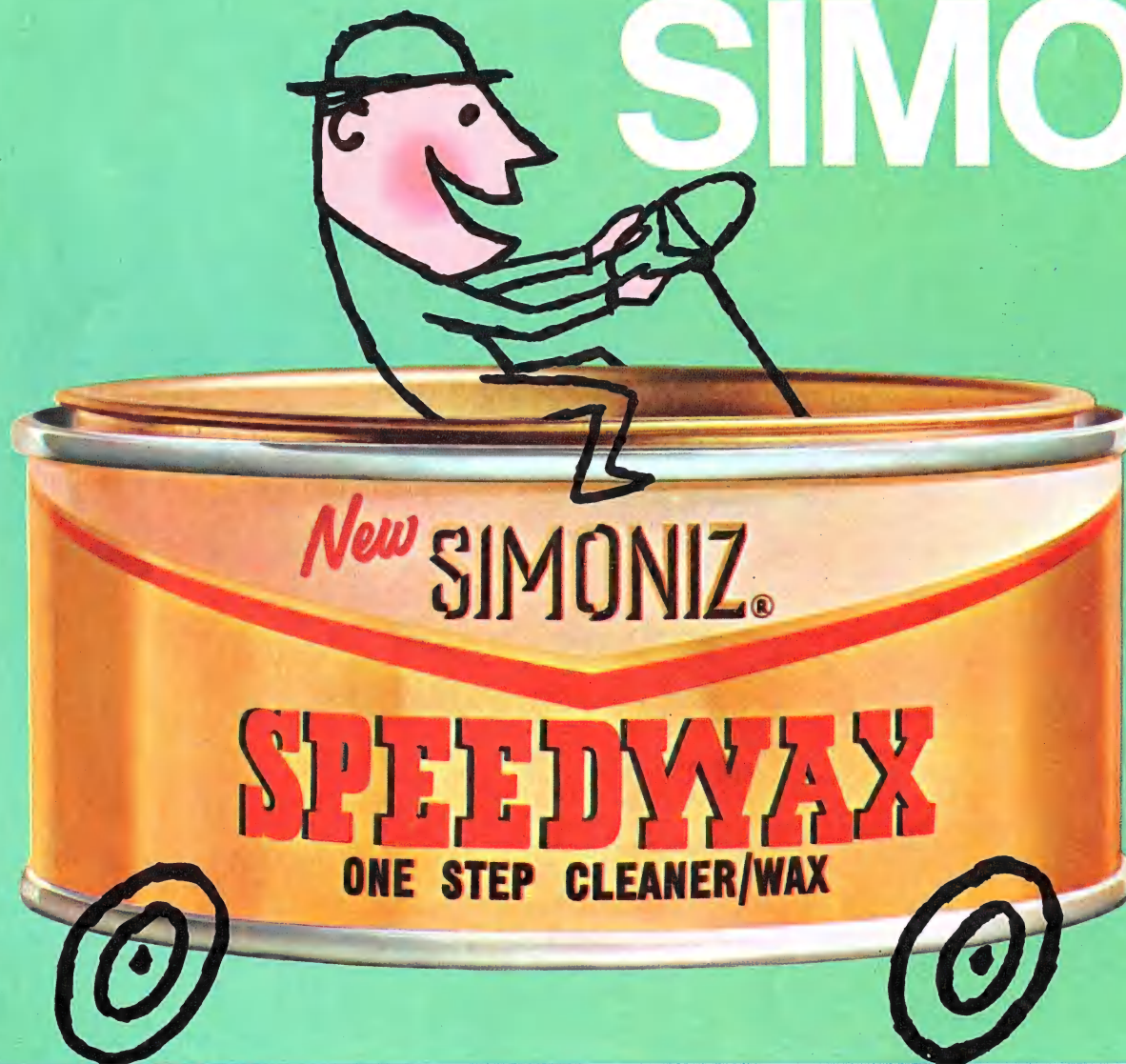
Entry No. 768 1924 Bugatti Type 35.

The classic racing car of all time, the Type 35 Bugatti and its many derivatives is reputed to have more than 2,000 competition successes to its credit during the period 1924-1931 while it was in production. For other 8-cylinder Bugattis see entry No. 003 (Route 091) and entry No. 705 (Route 011).



SIMONIZ

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further..
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wise



Used by all
discerning motorists
for over sixty years



24 Hour Event.

How to get there:

By car—follow clearly marked routes from Blenheim or Renwick—Plenty of parking space and special tickets for car and all occupants are available at the circuit or in advance by application to Rally H.Q. P.O. Box 2327 Christchurch.

By Train—To Blenheim Station and special bus services will run to and from the circuit throughout the event.

By Sea—Rail and bus connections from Picton wharf to and from the circuit.

By Air—Bus connections direct from Woodburn Airport and Omapa to all regular flights—intending Charter flights should ensure transport by prior arrangement with Rally H.Q.

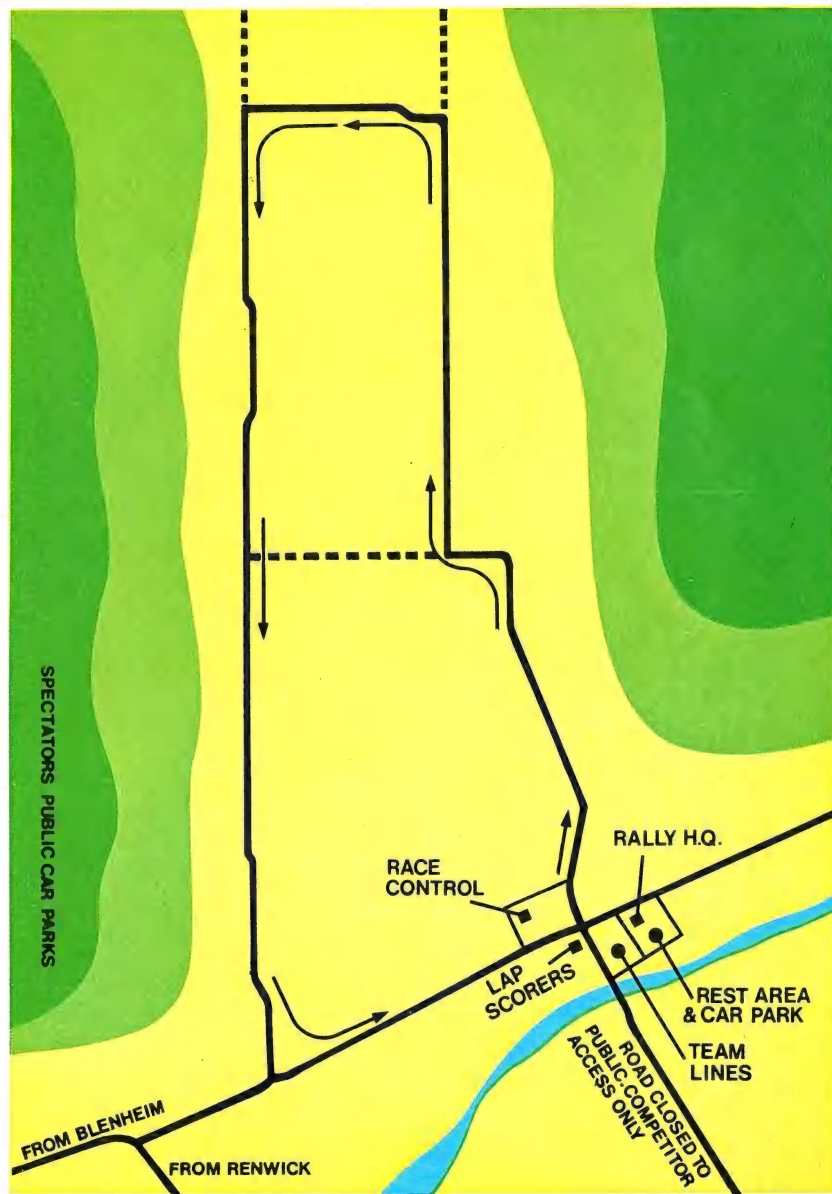
By Special Tour Buses—All individual tour operators will have their own special arrangements through Rally H.Q.

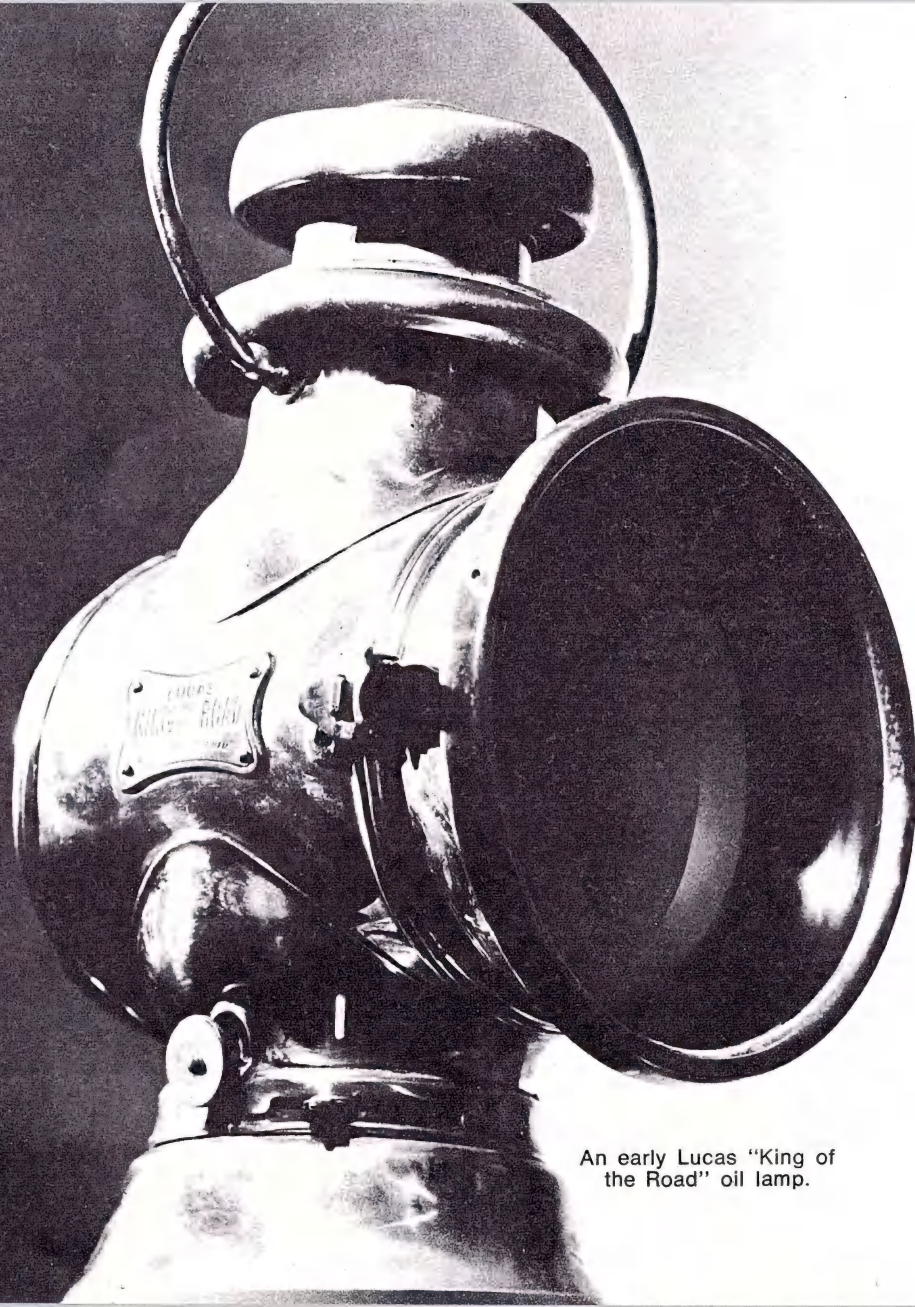
Public Enclosures are on a gently sloping grassy hillside alongside the main straight leg of the circuit giving an excellent view of the whole course.

Public Facilities: Public refreshment services of all kinds will be continuously available in the Public enclosures together with a variety of other entertainment. A public address commentary will be given on the Saturday afternoon to 9.00 p.m. and on the Sunday morning from 10.00 a.m.

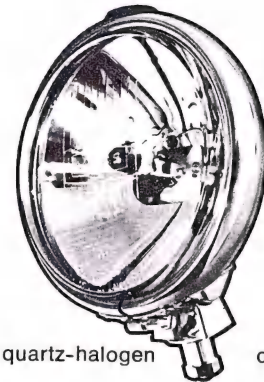
Control of Cars: A very elaborate control system has been set up on the circuit to keep Team Captains in close touch with their running vehicles.

The nerve centre at Race Control is geared round a large model of the circuit on which models of each vehicle are moved as they are checked passed each of 12 control stations around the route. These stations are so grouped that almost the entire road is under visual surveillance at all times and any difficulty can be immediately communicated to Race Control. Communications by phone and radio are fully duplicated.



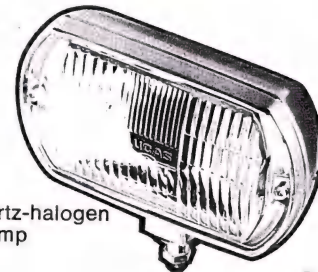


An early Lucas "King of the Road" oil lamp.



quartz-halogen driving lamp

VEHICLE SERVICES FROM 1870 TO 1972



Square 8 quartz-halogen fog lamp

LUCAS



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BRANCHES WITH SERVICE
AGENTS THROUGHOUT N.Z.**

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|---------------------|--------------------------------|---------|
| AUCKLAND | 309-321 Broadway, Newmarket | 544-119 |
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| HAMILTON | Anglesea Street | 40-840 |
| HASTINGS | 308-310 West Queen Street | 67-129 |
| INVERCARGILL | 137-141 Spey Street | 89-093 |
| LOWER HUTT | 1 Rutherford Street | 61-752 |
| MASTERTON | Queen Street South | 81-169 |
| NELSON | 51 Halifax Street | 87-199 |
| NEW PLYMOUTH | 221 Devon Street East | 5456 |
| PALMERSTON NORTH | 64-70 Taonui Street | 83-006 |
| ROTORUA | 102 Arawa Street | 81-159 |
| TAKAPUNA | 7 Auburn Street | 493-119 |
| TAURANGA | 84 First Avenue | 84-149 |
| TIMARU | 2 King Street | 81-091 |
| WANGANUI | 111 Ridgway Street | 4052 |
| WELLINGTON | Jervois Quay | 555-899 |

At each Control Station there are traffic signals controlled by either the local control Station personnel or from race control. These lights are as follows:—
Blue light—A vehicle is following you closely or attempting to overtake—pull over.
Yellow Light—Hazard — Restrain your speed and be prepared to stop if necessary.
Red Light—Danger—be prepared for immediate and complete stop.
Red Light **Flashing**—Stop at your next light station.

Any mechanical breakdown will be reported to the Team Captains by Race Control and the Team Captain must then decide whether he waits for the driver of the disabled vehicle to make repairs and continue or whether to send out another vehicle to get his Team Sash to ensure minimising the delay. It may thus be possible to have more than one vehicle from a team on the circuit at once—the Team mileage is the mileage travelled by the sash itself and is independent of the vehicle on which the sash is carried. Each individual however has got to ensure that his vehicle completes each of his laps within its performance index speed so there is a double incentive for each driver—a team success and a personal one and both reflect in the results of the Rally as a whole.

Both the Control organisation and the Teams themselves have to allow for full 24 hour operation and will thus have relief crews and a watch-keeping roster for the whole event.

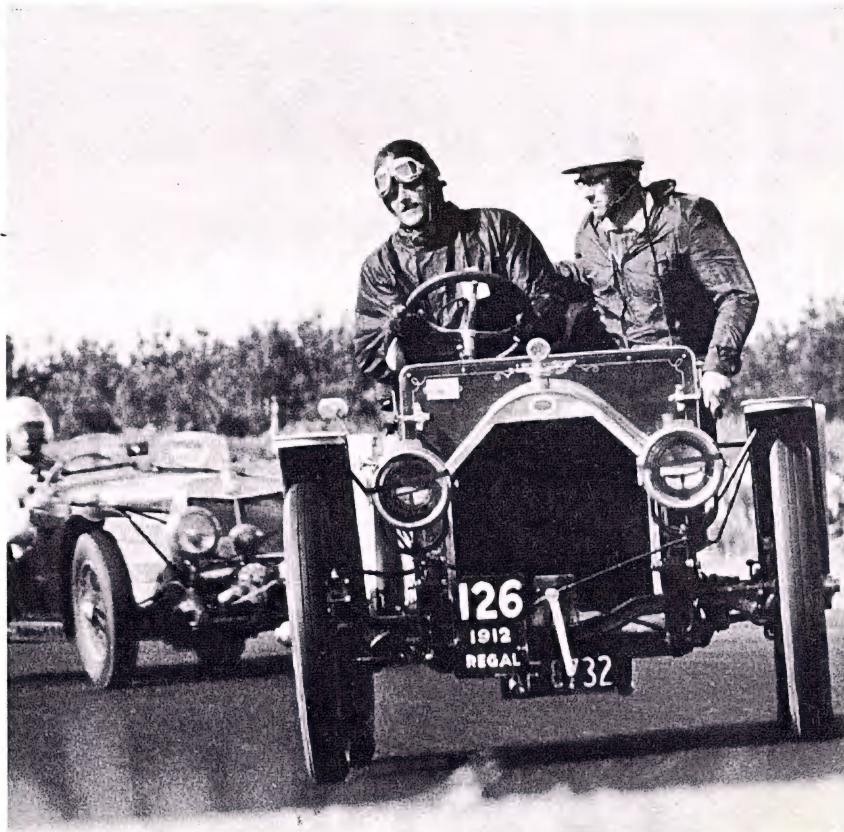
Provision is being made to feed outlying control areas with hot meals etc and to provide a complete basic Olympic Village complex at the Competitors Rest area. The Team Lines area will always be a scene of considerable activity with vehicles handing over to their next team car and others warming up and preparing for their laps.

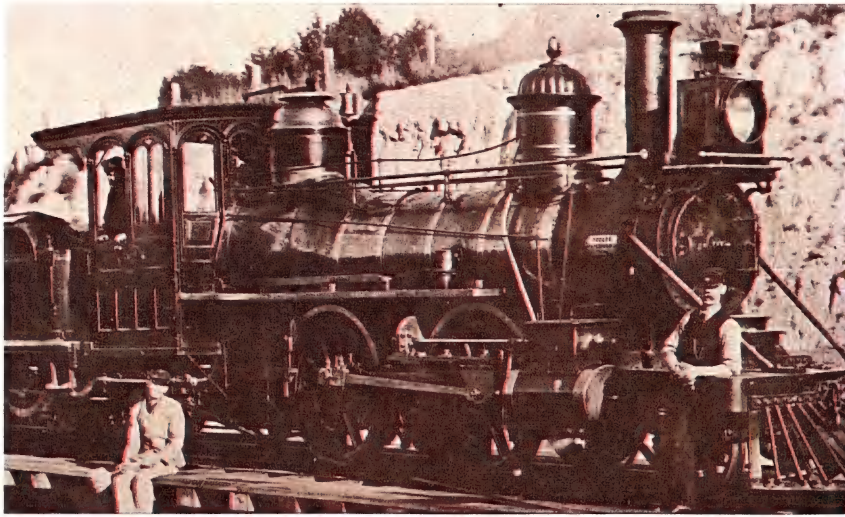
Cars and bikes will run in full Rally trim—no stripping or lightening will be permitted.

TEAM CAPTAINS FOR 24 HOUR EVENT

Team:

| | | | |
|-------------|------------------|---------|----------------------------|
| A (Alpha) | B. J. Barnes | No. 468 | 1923 Studebaker |
| B (Bravo) | W. H. Veitch | No. 215 | 1930 Scott M/c combination |
| C (Charlie) | B. D. Pidgeon | No. 345 | 1926 Fiat 5095 |
| D (Delta) | M. H. N. Haggitt | No. 700 | 1925 Bentley 3 litre |
| E (Echo) | J. W. Newell | No. 002 | 1924 Vauxhall 30/98 |
| F (Foxtrot) | F. Bertenshaw | No. 479 | 1900 Wolseley 4½ H.P. |
| G (Golf) | G. M. Bain | No. 113 | 1920 Bugatti Tipo 23 |
| H (Hotel) | A. Boustridge | No. 711 | 1914 Calcott |
| J (Juliet) | B. R. Mooney | No. 050 | 1930 Minerva Type AKS |
| K (Kilo) | B. H. Shackell | No. 642 | 1930 M.G. M Type |
| L (Lima) | W. J. Mauger | No. 552 | 1929 Sunbeam Speed 20 |





New Zealand Railways have been going
for a long time...

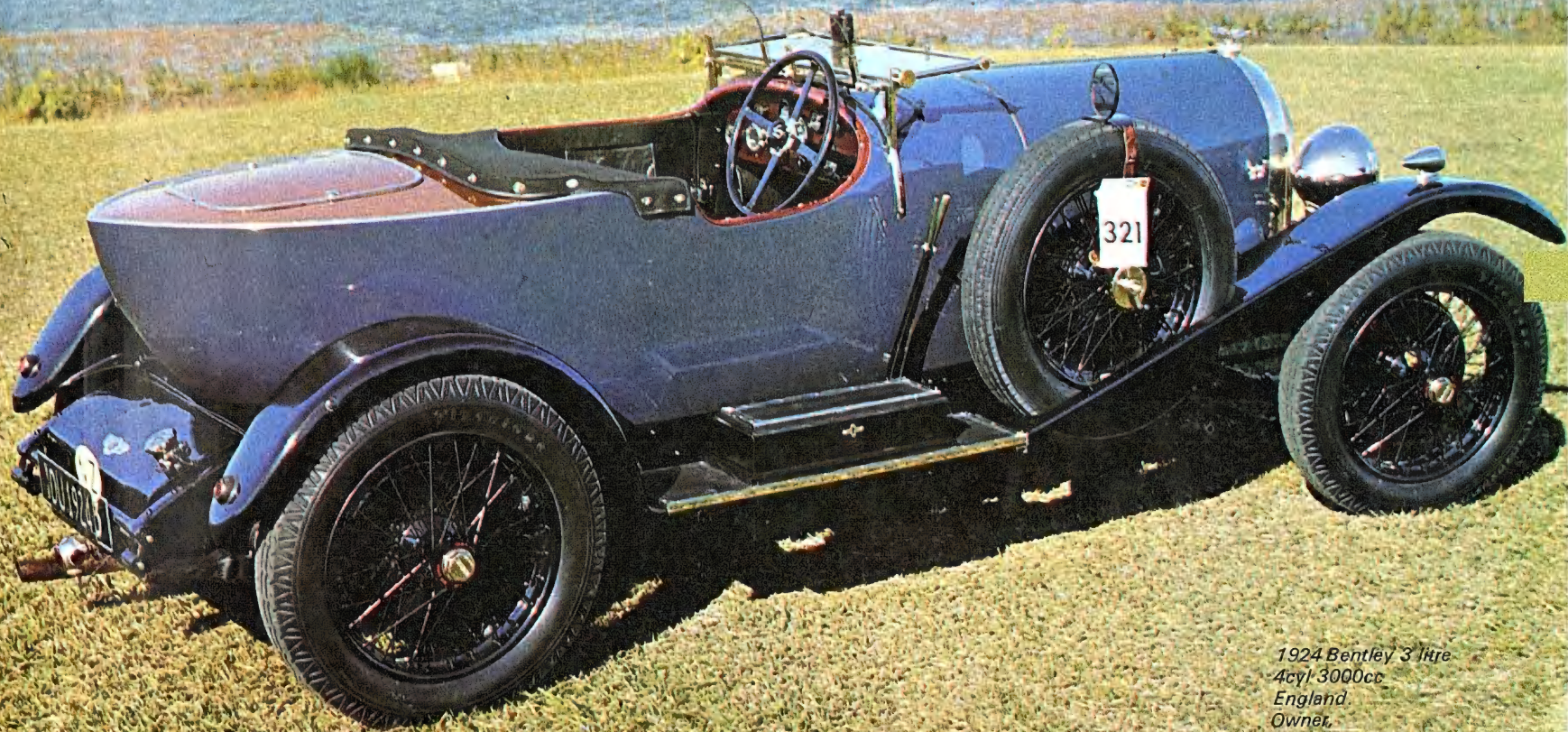
...and the going gets better all the time

Railways have been servicing the public well for a long time, for one hundred and eight years to be exact. The engine you see on the left is a 'K' class locomotive, one of the first express locomotives imported into the country in 1877 for the Christchurch-Dunedin run. It was manufactured by Rogers Locomotive and Machine Works, Paterson, New Jersey. These engines were known as 'real flyers' and performed faithfully for many years.

Compare it with the new 'Southerner' luxury express running between Christchurch and Dunedin. You can have drinks served at your seat (which reclines in four different positions), even enjoy a glass of wine with your meal from the buffet car. Add to this controlled temperature, modern decor, plus scenery on a grand scale, and you have a journey you remember with pleasure. New Zealand Railways have certainly come a long way.

This is only part of Railways continuing development throughout the country.





1924 Bentley 3 litre
4cyl 3000cc
England
Owner,
G. M. Bain, Christchurch.
To be used as an official car

exec
utive

**Vintage Car Club of N.Z. Inc.
International Rally Committee of the
National Executive.**

J. M. Sullivan—
Club President
J. S. P. Palmer—
Club Hon. Secretary
A. K. Wright—
Club Captain (to August 1970)
N. C. Skevington—
Club Captain (from August 1970)
A. A. Anderson—
Rally Director.

**Organising Committee:
Federation Internationale des
Voitures Anciennes.**

P. Van Leeuwen (Holland).
President (Commission des
Manifestations)
Mrs Elizabeth Nagle-Turnbull (England)
F.I.V.A., Steward for Rally.



The International Rally Executive.

Rally Director—
Overall Route Co-ordinators—

South Island Routes Co-ordination—
North Island Routes Co-ordination—
Cook Strait Route Co-ordination with N.Z.R.—
Scrutineering and "Concours de condition"
Judging—
Driving Tests—

Telecommunications for above and
electronic Controls.

Accommodation on all Routes and at
Nelson.

Results Computation and all
Computer programmes.

Treasurer & Finance.

Bankers.

Public Relations and Production and
Design of all Official Publications.

Host Organisation for meeting visitors
and all facets of unofficial entertainment

Customs Clearance for vehicles from
overseas.

Motor Show & Public Display
Co-ordinator.

Technical Committee

Ministry of Transport
Co-ordination South Island
North Island

Fuel Supplies & Refuelling Service &
Sponsor on all Routes

Tyre repair service on all Routes.

A. A. Anderson (Christchurch).
N. C. Skevington
J. S. D. Wallace (Christchurch).
A. D. Storer.
R. Hasell.

N. C. Skevington.
A. K. Wright (Wanganui).
M. Ferner (Wellington).

F. E. Gill (Auckland).
A. W. Luxton (Christchurch).

A. M. Torrance—design (Dunedin).
Tait Electronics—contractors.

Trans Tours N.Z. Ltd.

Burrough's Limited.
P. F. Tempero (Christchurch).
The Commercial Bank of Australia Ltd.

Claude & Associates Ltd.

H. D. Kidd (Auckland).

Guthreys Freightways Ltd &
associated companies.

D. R. Bowman (Christchurch).
G. W. Hockley,
S. J. Sampson,
J. Teague
R. S. Turnbull.

Superintendent A. I. Garriock.
Chief Traffic Officer E. Fowke.

Shell Oil N.Z. Ltd.
Dunlop N.Z. Ltd.

Performance Section Event Controller
24 Hours reliability event—

R. E. N. Oakley (Dunedin).

District Organisers—

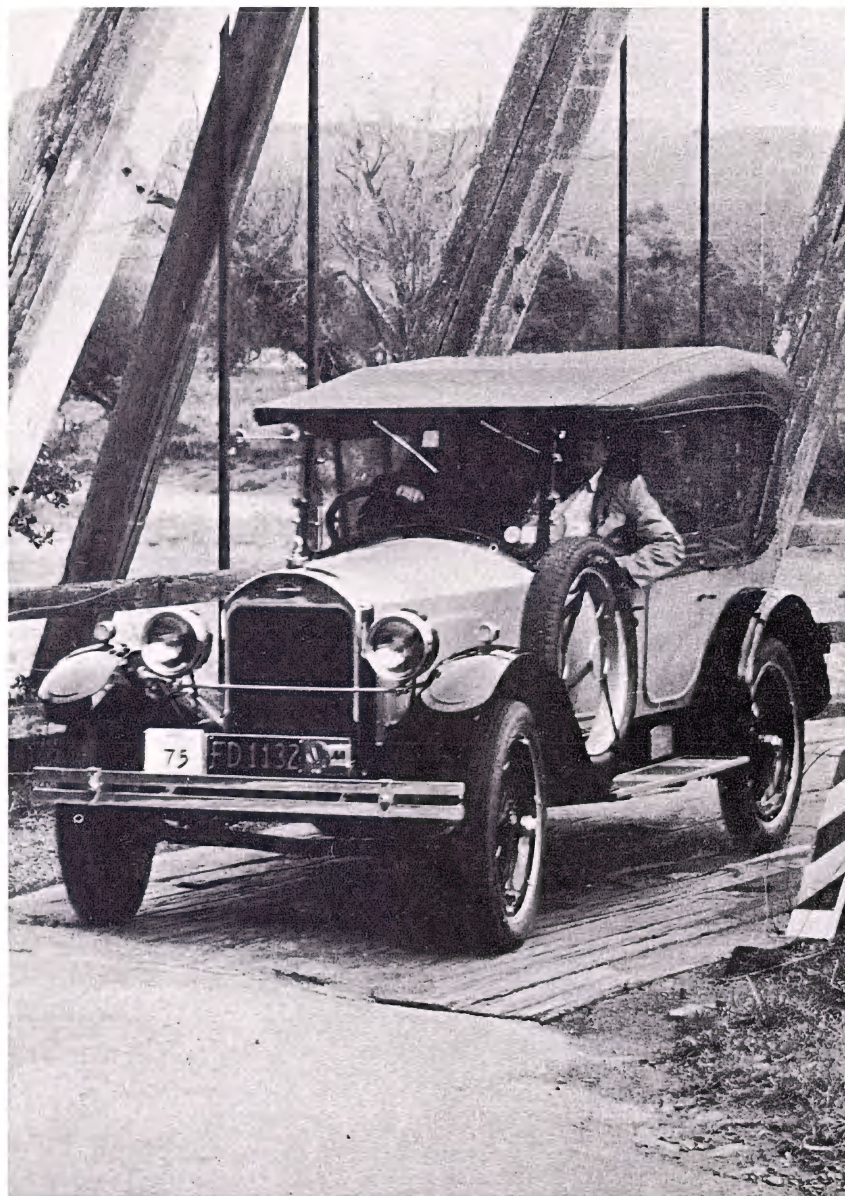
N. Dewhurst (Auckland).
D. W. Shand (Bay of Plenty).
J. Webber (Gisborne).
J. Pinfold (Waikato).
P. K. Andrews (Taupo).
R. N. Lyth (Wanganui).
R. Scarrott (Hawkes Bay).
M. Ferner (Wellington).
G. N. G. Bull (Wairarapa).
J. May (Marlborough).
P. G. Topliss (Nelson).
R. W. Clark (West Coast).
R. B. Scott (Canterbury).
M. Crum (Ashburton).
B. H. Shackell (South Canterbury).
I. E. Stephens (North Otago).
I. G. S. Sharpe (Otago).
J. Inglis (Gore).
F. W. Jordan (Southland).

Note: These names cannot hope to cover all the Club members, friends, commercial organisations, Government Departments, service Clubs other car clubs and individuals who have all contributed to the truly epic events.

Apart from those specifically mentioned above, The South Island Promotion Association, Rothmans Sports Foundation, QANTAS AIRWAYS, BOAC, a whole host of catering organisations throughout the country, together with all kinds of garages apart from the chain of official Shell refuelling depots.

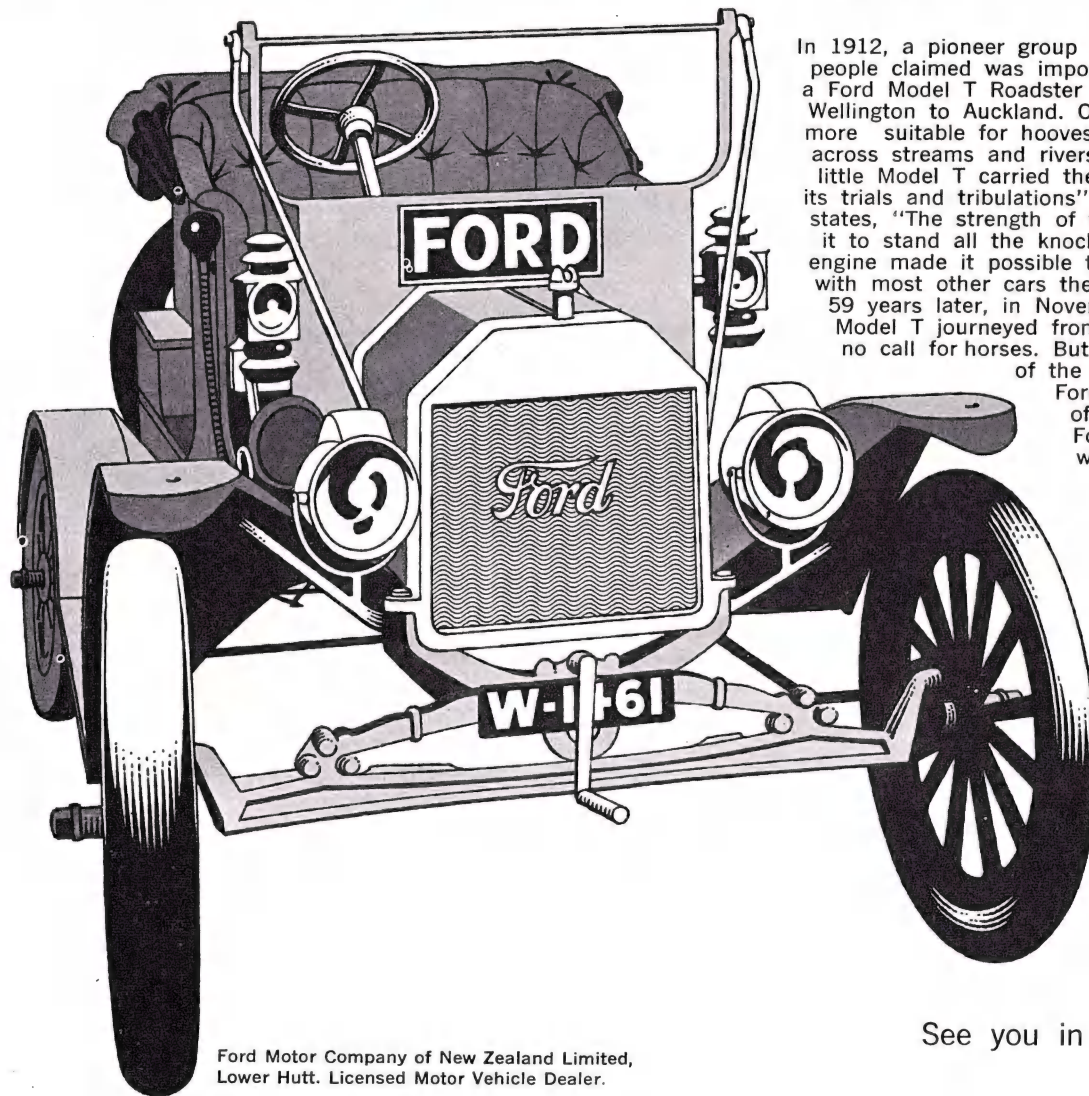
To all the executives and officers of the Automobile Association throughout the country a special mention for all kinds of help and advice and to the many Car & Motorcycle clubs and service Clubs who have associated themselves with the event in different areas. Acknowledgements are particularly difficult in such a publication as this, which must go to print, months before you read these lines.

To everyone large or small; late or early—your help is most welcome and is equally contributing to a great event.



*No. 124.
1924 Gardner, U.S.A.
Entrant:
R. J. Atley, Auckland.
Route No. 091.*

59 years later and still no call for horses



In 1912, a pioneer group did what most people claimed was impossible – they drove a Ford Model T Roadster from Wellington to Auckland. Over roads and tracks more suitable for hooves than for wheels, across streams and rivers, through axle deep mud, the little Model T carried the party “gallantly through all its trials and tribulations”. An account of the journey states, “The strength of the Ford construction enabled it to stand all the knocks and bumps it received – the powerful engine made it possible to get out of holes where with most other cars there would have been a call for horses”.

59 years later, in November of 1970, another Model T journeyed from Wellington to Auckland – again with no call for horses. But while we at Ford are naturally proud of the many pioneering feats and endurance trials Ford cars have taken part in, we're equally proud of the thousands and thousands of Fords that make such trips each year with no fanfare whatsoever.

59 years from today, 1971 model Fords will doubtless be lining up for vintage and veteran car rallies. Because while Ford stays out in front

when it comes to design, safety, and technological improvements, Ford still builds in that same construction strength and engine power that amazed people in the past.



Ford Motor Company of New Zealand Limited,
Lower Hutt. Licensed Motor Vehicle Dealer.

See you in the year 2030!



A BRILLIANT PHOTOGRAPHIC WORK ON NEW ZEALAND VINTAGE MOTORING

by Euan Sarginson, New Zealand's
foremost Vintage Car Photographer

Sure to become a Classic

Sizaire-Naudin, Alldays and Onions, Hispano-Suiza, Bugatti . . . just four of the many distinguished Vintage Cars which have been expertly captured against some of the country's most beautiful scenery and uniquely presented in 'Vintage' — over 90 pages of superb illustrations.

NOW READ WHAT ANDREW ANDERSON HAS TO SAY ABOUT 'VINTAGE': "A very different book indeed from all others I have read. This is not just pictures. The ingenious layout gives it action — the real thing — the essence of Vintage Motoring. It should be on every bookshelf. Not just the Vintage man's, but everyone who has any spark of enthusiasm for motoring and motor cars".

For the ardent Vintage Car enthusiast, like yourself, the first edition of 'Vintage' is a must — definitely a collector's item. The luxurious cloth binding will really highlight your bookshelf — that is, if it's ever put away. And who could blame you because 'Vintage' is sure to become the classic photographic work on New Zealand Vintage Motoring.

As well as Vintage models, Mr. Sarginson has included notable Veterans, Post Vintage Thoroughbreds and, a section devoted to historic racing cars.

The live-action photographs have expertly captured the cars en route and vividly convey the exhilaration,



the delightful frustrations and the satisfying challenge of 'man against machine' . . . the very qualities that make this near-national pastime so popular.

Even if you're not an enthusiast, you'll soon develop a respect for these early cars — and an admiration for the men who drive them.

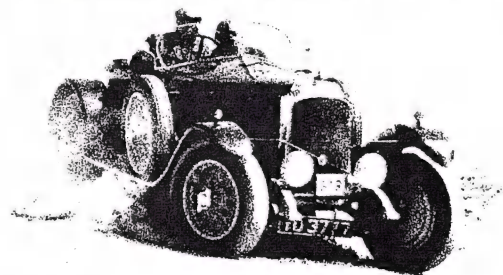
And because 'Vintage' is available only by Mail Order, it costs just \$9.50.

Why not give it to yourself. Or order two: one for you, and one for that overseas friend. He'll really appreciate the gift because not only will he see a selection of New Zealand's renowned Vintage Cars, but some of the country's most beautiful scenery.

GUARANTEE OF SATISFACTION

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VINTAGE



MOTORING IN NEW ZEALAND Euan Sarginson

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Complete the coupon below or write
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MAKE SURE OF YOUR FIRST EDITION COPY

— for publication in early 1972.

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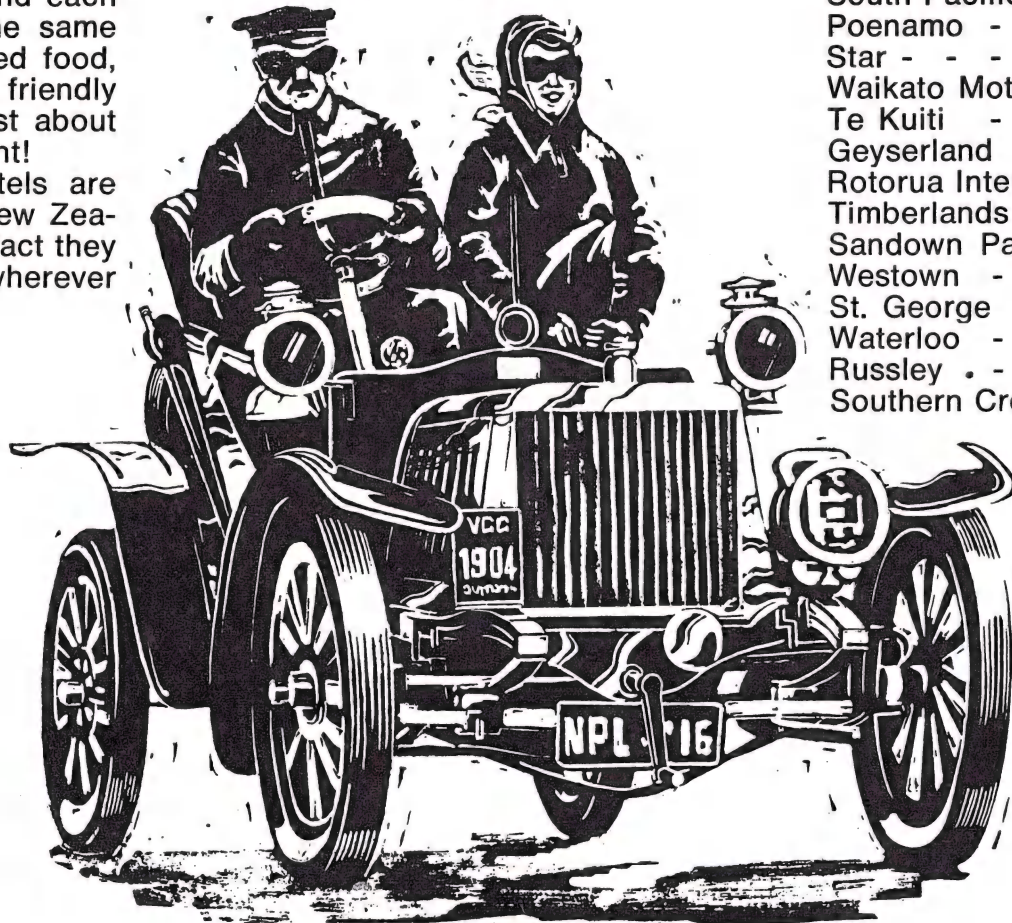
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Please mail me copy/copies of 'Vintage'. I enclose my postal order/cheque payable to Australasian Mail Order Associates for (please state amount — \$9.50 per copy). Postage and packing are included.

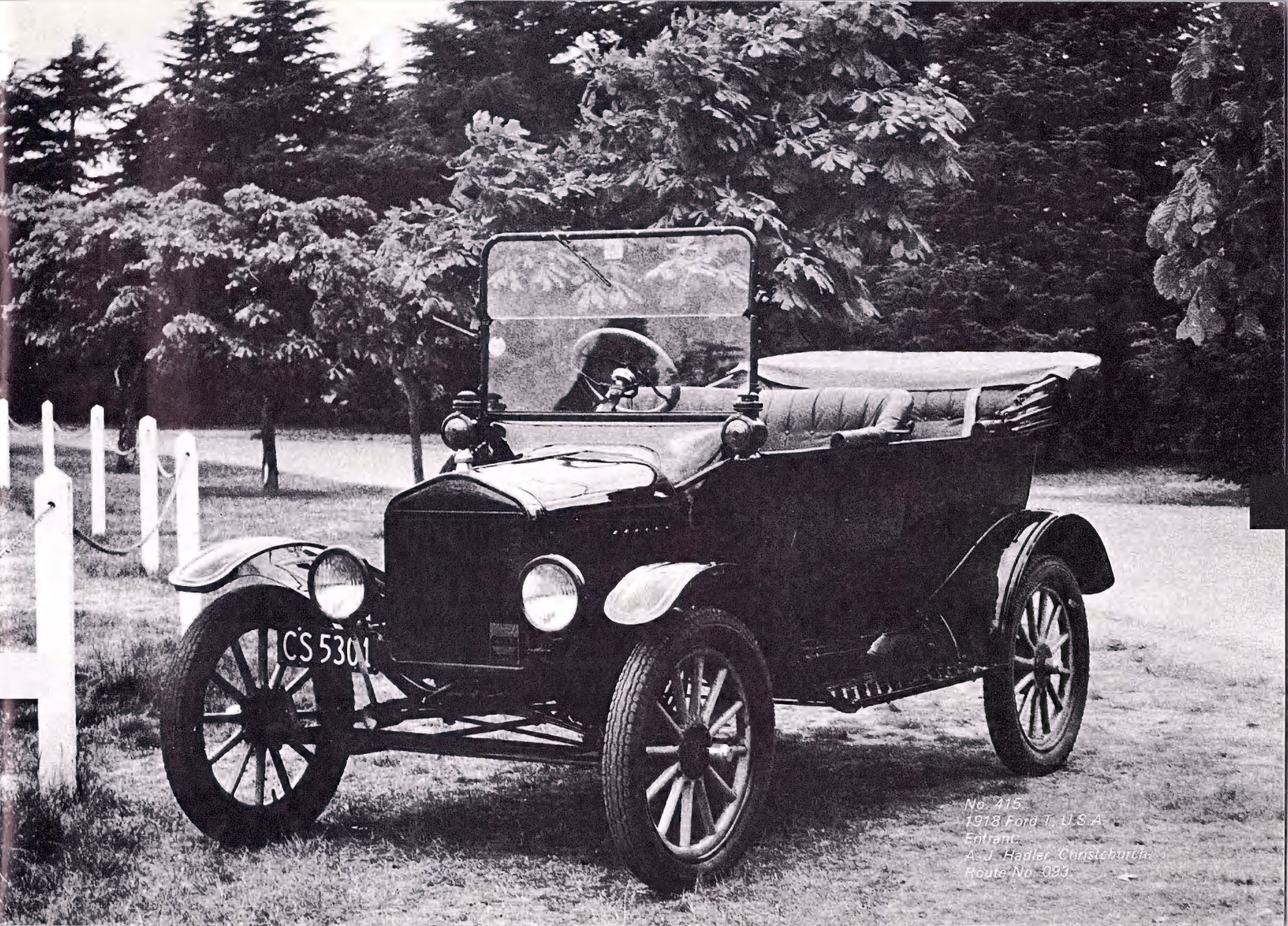
So you've left a South Pacific Hotel behind!

Relax !
They're practically all over
the country . . . and each
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beautifully prepared food,
fine wines . . . friendly
hospitality . . . just about
everything you want!
South Pacific Hotels are
great! The best New Zea-
land offers . . . in fact they
seem to crop up wherever
you do!



| | |
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| Settlers - - - - | Whangarei |
| Mon Desir - - - - | Auckland |
| South Pacific - - - - | Auckland |
| Poenamo - - - - | Auckland |
| Star - - - - | Auckland |
| Waikato Motor Hotel | Hamilton |
| Te Kuiti - - - - | Te Kuiti |
| Geyserland - - - - | Rotorua |
| Rotorua International | Rotorua |
| Timberlands - - - - | Tokoroa |
| Sandown Park - - - - | Gisborne |
| Westown - - - - | New Plymouth |
| St. George - - - - | Wellington |
| Waterloo - - - - | Wellington |
| Russley - - - - | Christchurch |
| Southern Cross - - - - | Dunedin |

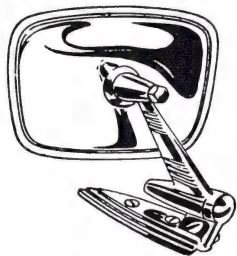




No. 415
1918 Ford T, U.S.A.
Entrant:
A. J. Hadler, Christchurch,
Route No. 093

Lesco
N.Z.

Automotive Products.



Rear Vision Mirrors
for all Motor Vehicles.



Available from all leading
Service Stations and Garages.
Manufactured in New Zealand
and distributed by:

**NEW ZEALAND
TUBE MILLS LTD**

Sales Division of
Southward Engineering Co. Ltd
Seaview, Lower Hutt.

reg ulations

Authority:

The event is run under the International Code of the Federation Internationale des Voitures Anciennes (F.I.V.A.) and under the following Supplementary Regulations.

Eligible Competitors:

(Entrants) Members of the Organising Club or any other Vintage, Veteran, Classic, Antique or One Make Club or Register in the world recognised by the Organising Club and by the F.I.V.A. Every entrant is required to have a current driving licence of his country of origin.

Eligible Vehicles:

(a) Any car constructed on or before December 31st, 1930, which shall be in good overall condition and in the entrant's opinion capable of reliable touring on good roads. All cars shall be equipped with fittings and trim in accordance with the period of construction.

All New Zealand entries shall produce a current Warrant of Fitness to cover the period of the run. All overseas entries will attend scrutineering on arrival in New Zealand and full facilities for any rectifications will be available at all Ports of discharge.

(b) Concurrently an International Event for motor cycles and three-wheelers constructed prior to December 31st, 1930, will be held. Scrutineering requirements will be as above and all these regulations will apply to entrants and vehicles in this category equally with the cars.

(c) Post Vintage Vehicles as approved by the Club may compete in either Motor Car or Cycle sections.

Note: As in 1965, a very strict scrutineering of N.Z. entries will be carried out to ensure equality of condition as between Vintage, Veteran and Post Vintage categories.

Rally Routes and Route Categories.

From the point of view of selecting suitable roads and mileages for all types of vehicles the possible range of entries

have been divided up according to four distinct categories for which separate routes have been selected.

Categories 1 & 2:

Sporting and Touring.

All Vintage and Post Vintage (P.V.) machinery, the differences being in the "spectacularity" of the country travelled and the route mileages.

Sporting covers approximately 880/920 miles in 5 days motoring, while Touring covers approximately 550/600 miles in 4 days motoring.

Category 3:

Light Touring.

(a) All Veteran cars outside the Pioneering category.

(b) Vintage cars and 3-wheelers 1500cc. and under.

(c) Larger Vintage cars up to 3000cc. and under, carrying heavy saloon, landalette, sedanca and limousine bodies or similar.

(d) All Vintage commercial vehicles.

(e) All Veteran motorcycles outside the Pioneering category.

(f) All Vintage motorcycles up to 500cc. Limited to approximately 100/150 miles per day's run and a total distance of 5 days motoring or 550/600 miles approximately.

Category 4:

Pioneering.

(a) Veteran, 1, 2 and 3 cylinder cars.

(b) 4 or more cylinders under 1500cc. pre December, 1910.

(c) Motor cycles with fixed drive.

(d) All motor cycles 250cc. or under made before 1914.

Limited to approximately 60/100 miles per day's run and a total distance of 5 days motoring or 350/400 miles.

An entrant whose vehicle is eligible for either of the slower categories may enter in any of the longer or faster categories if he so desires and if he is confident that the vehicle can meet the higher route

schedules involved.

No entrant may enter for a route category slower or shorter than that for which his vehicle is eligible.

Classes:

The entries will be divided into the following classes on the basis of engine size and a formula will take into account age, vehicle type, etc. in the assessment of performances for purposes of comparison.

1. Veteran solo fixed speed motorcycles up to 500cc. capacity.
 2. Veteran solo fixed speed motorcycles 500cc. and over and Veteran multi-speed motorcycles up to 250cc. and Veteran motorcycle combinations up to 600cc. capacity.
 3. Veteran solo multi-speed motorcycles 251cc.-600cc. capacity and Vintage solo motorcycles up to 250cc. capacity. Veteran motorcycle combinations over 600cc. capacity and Vintage motorcycle combinations up to 600cc. capacity.
 4. Vintage solo motorcycles 251cc. 600cc. Vintage motorcycle combinations 601cc. and over.
 5. Vintage solo motorcycles 601cc. and over, all post-Vintage motorcycles and motorcycle combinations, all Morgan and B.S.A. and other sporting 3-wheelers.
- The above classes are competing for the Montague Trophy for the first ever International Motorcycle Rally. They are ineligible for competition in the 1972 International Rally of the F.I.V.A. for which the following classes apply:—
6. Veteran cars having 1 cylinder only.
 7. Veteran cars having 2 or 3 cylinders, Veteran cars having 4 cylinders of a total capacity of 1000cc. or less.
 8. Veteran cars having 4 or more cylinders 1001cc.-2000cc.
 9. Veteran cars having 4 cylinders 2001cc.-3500cc.

10. Veteran cars having 4 or more cylinders 3501cc. and over.
11. Veteran and Vintage commercial vehicles (excluding utilities). Solid tyres.
12. Veteran and Vintage commercial vehicles (excluding utilities). Pneumatic tyres.
13. Vintage cars under 1100cc.
14. Vintage cars 1101cc.-2000cc.
15. Vintage cars 2001cc.-3000cc. and P.V. cars up to 1500cc.
16. Vintage cars 3001cc.-4500cc. and P.V. cars up to 1501cc.-2500cc.
17. Vintage cars 4501 cc. and over and P.V. cars 2501cc.-3500cc.
18. P.V. cars over 3501cc.

Awards:

Awards will be by classes except for the Premiere Awards being the Herr Schoof Memorial Trophy, F.I.V.A. Trophy and the Montague Trophy for Vintage Cars, for Antique and Veteran Cars and for Motorcycles respectively.

Gold Awards will be given to all Class winners over the entire event in Classes having more than 10 entries. Gold Awards will also be given to those entrants gaining highest points irrespective of class in:

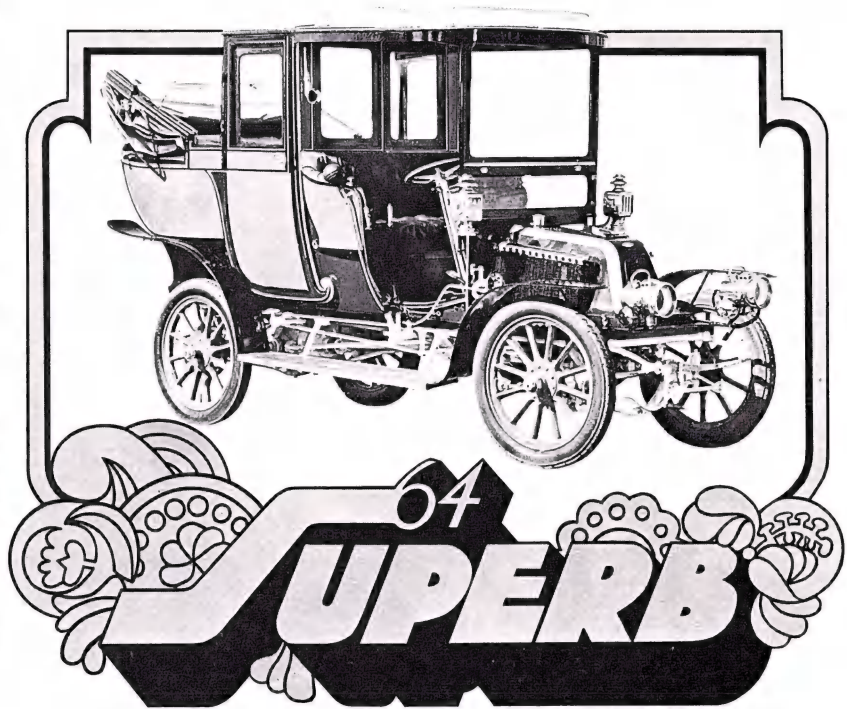
- (1) Road Sections.
- (2) Driving Tests.

Silver Awards will be given to Winners of Classes having less than 10 entries and to the entrants gaining 2nd and 3rd placings in all classes. Bronze Awards will be given to all entries completing the entire Rally under their own power.

Marking:

All marks for all types of vehicles will be correlated to permit the finding of overall award winners in addition to class winners. The event will be divided into 4 distinct sections, all of which are compulsory and which are as follows:—

(1) Road Sections and Timed Trial comprises keeping to the scheduled Route instructions and maintaining the stipulated speeds laid down whilst following the requirements of the Road Code and Traffic Regulations. Special secret checks



reproductions of Veteran and Vintage cars in full colour.

"Veteran and Vintage Cars in Colour" features an absorbing collection of grand old cars from the first 40 years of this century. An expert yet lighthearted introduction and descriptive notes on the plates are contributed by Michael Sedgewick, formerly Curator of the Montagu Motor Museum and renowned as an automobile historian and journalist. This fine collector's book with 64 remarkable plates in full colour is priced at \$4.10.



**Whitcombe &
Tombs Ltd**

Whitcombe and Tombs Ltd have a complete range of titles on veteran and vintage cars, at all branches throughout New Zealand and in London, Sydney, Melbourne and Perth.

In 1899 Giovanni Agnelli and eight prominent men from Turin founded Fabbrica Italiana Automobili Torino. The works covered $2\frac{1}{2}$ acres. There were fifty employees. The first car was a $3\frac{1}{2}$ hp two cylinder cabriolet with central steering column and contracting brakes.

In 1926 the first Fiat was exported to New Zealand.

Today the Fiat factory in Turin covers nearly 600 acres. Other plants have been built in Spain, Yugoslavia and Russia. Output is running at two million cars a year. The company has 184,000 employees and the model range includes the 127, the 128, the 124 in saloon and coupe versions, the 125 and a large range of heavy trucks.



*N.Z. Concessionaires
Torino Motors Ltd.
P.O. Box 6240
Auckland*

FIAT

and controls will be employed.

(2) Driving Tests to be held at various points along the Route.

(3) Performance Section comprising the culminating event of the whole Rally: the 24 hours Le Mans Replica Grand Prix d'endurance.

This event takes the form of a Relay Race between teams into which the entire entry will be divided, each team to be headed by a prominent and capable member of the N.Z. Club and each choosing an honorary second in command from the ranks of our visitors.

The number of teams will not be finally decided upon until entries close.

The event will be held on a circuit of public roads in the country having an excellent surface and comprising approximately 7.5 miles to the lap. The relay change will be accomplished by the sash changing method.

Every vehicle in the Rally must accomplish one lap and no vehicle may be permitted to cover more than three. Each Team Captain must ensure that all his cars have completed their one lap within the 24 hours period and yet ensure that his team has covered the greatest distance within the 24 hours period.

Each individual vehicle will be timed and points will be deducted for failure to achieve a Performance Index based on age, weight and technical specification formula.

All members of the winning team will have their aggregate points improved by 10%.

Second team by 5%.

Third team by 2%.

Fourth team by 1%.

(4) "Concours de Condition".

Vehicles will be judged into three categories.

(1) Acceptance Pass.

(2) Credit Pass.

(3) Merit Pass.

Cars achieving Credit Pass will have their Aggregate Points improved by 5% whilst Acceptance Passes will have no effect

upon aggregate marking.

The marks so altered will be the final marking for road sections and special tests. They will NOT be previously modified by the Performance Section.

Fuel:

The Organising Club will be making substantial contributions towards fuel costs in the form of issuing each competitor with petrol coupons which may be exchanged for fuel and oil at nominated Service Stations along the Rally Route.

The exact number of coupons issued will be in accordance with an estimate of each vehicle's consumption.

The financing of the subsidy is being carried wholly by the Organising Club as it is loath to turn an opportunity for an extremely enjoyable motoring and social event into a commercial one. To assist this desirable end we will be arranging for the general public to view certain aspects of the event and will be showing cars at Motor Shows in some of the main centres during the event. The gate takings will augment funds already set aside for this subsidy.

Advertisements:

No advertising matter may be carried on any competing vehicle.

Disqualification:

The Organisers may exclude from the event any driver or passenger who by his or her behaviour, costume or general approach to the event is in their opinion liable to bring discredit upon this event.

No. 139.

1936 Packard, U.S.A.

Entrant:

M. J. Austin, Australia.

Route No. 012.

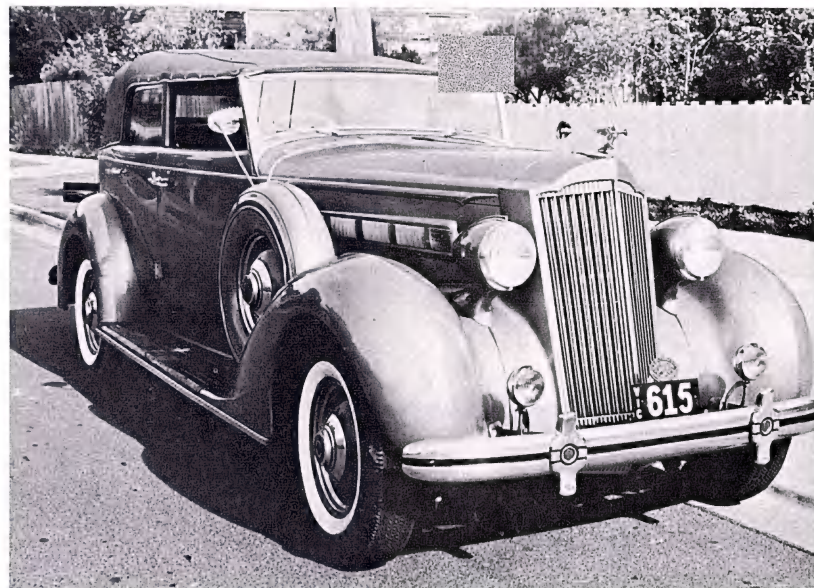
No. 010.

1924 Alvis, England.

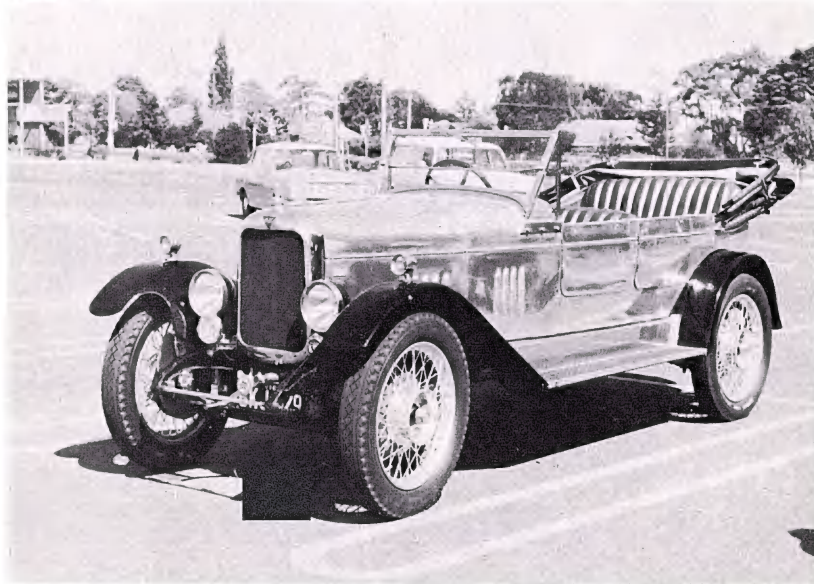
Entrant:

R. D. Wilson, Australia.

Route 012.

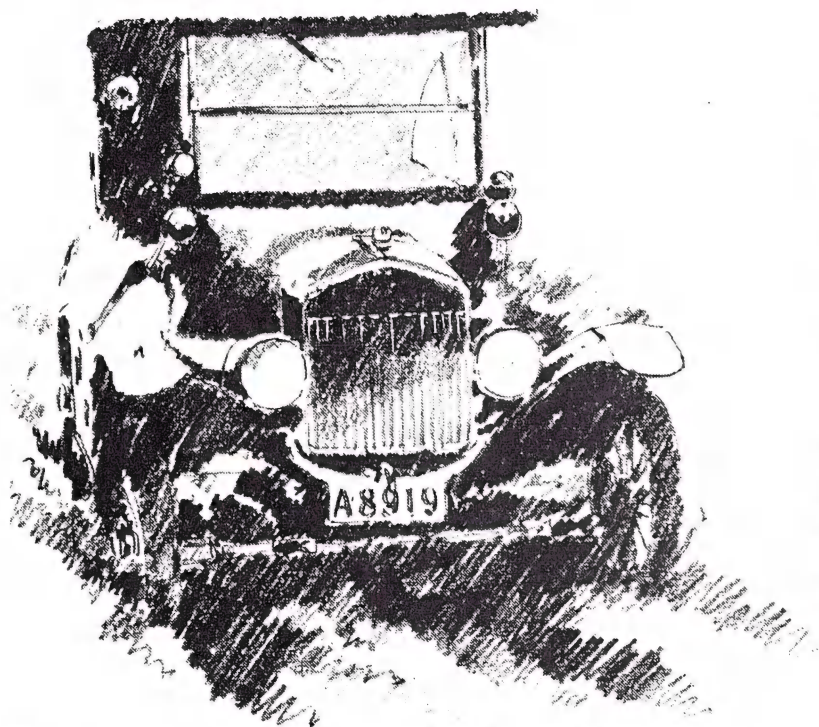


No. 139.



No. 010.

We started specialised service with the Model 'T' Ford



When the Model 'T' came to New Zealand, fifty-one years ago, Motor Specialties Limited stocked a full range of spares—the start of today's range of over 75,000 items available through 34 Nationwide branches. Motor Specialties Limited has grown to a Company employing over 1,200 New Zealanders in marketing, selling, administration and engineering for industry and the automotive trade. Subsidiary and two associate companies handle parts and plant used throughout New Zealand. Export markets are being increased. Well known brand names include: Repco, Hepolite, Wix, Turtle, Bendix, P.B.R., Titan, Glacier, Eaton, Rubery-Owen, Britax, Nike, Wolf and many others.



MOTOR SPECIALTIES LTD
34 WAREHOUSES THROUGHOUT NEW ZEALAND
HEAD OFFICE: 80-90 AHEAC AVE. AUCKLAND

Jurisdiction:

The Director of the Rally—Mr A. A. Anderson—shall, together with the President, Club Captain and Secretary of the Organising Club, comprise the Committee of Stewards whose decision on all matters arising from these Regulations shall be final.

Any protests regarding marking of the event shall be given in writing to the Director or to the Club Secretary, who will be in attendance throughout the event, not later than two hours after the complainant has finished his day's run. The decision of the Committee of Stewards shall be final.

The allocation of accommodation and all matters of a social rather than a competitive nature should be referred to the Public Relations or the Accommodation Secretariat.

Their decisions in all cases shall be final without recourse to the Committee.

Parts or all of these Regulations may be supplemented, amended or deleted from time to time as may be necessary.

Instructions or directions from any Official of the event shall be promptly carried out.

No. 446.

1910 Adler, Germany.

Entrant:

C. A. Hankin, England.

Route No. 013.

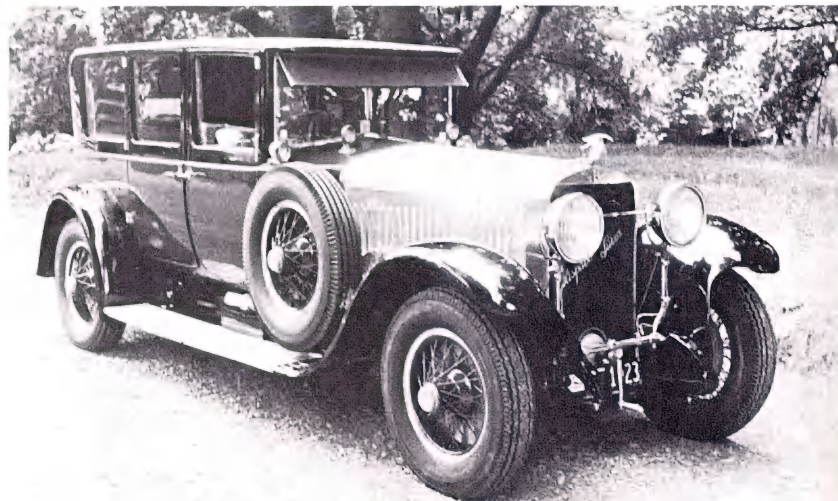
No. 563.

1923 Hispano Suiza, Spain.

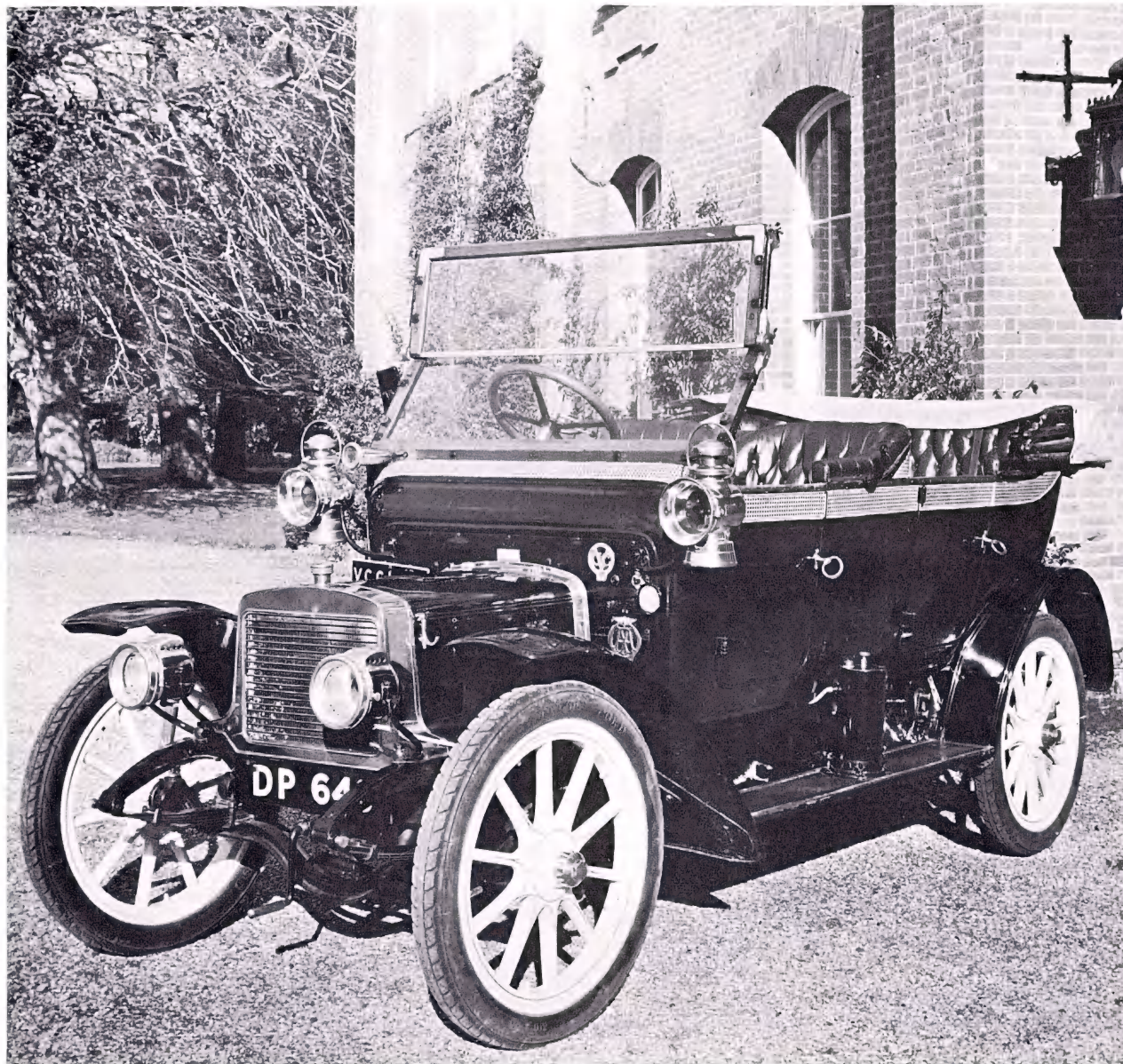
Entrant:

G. M. Bain, Christchurch.

Route No. 091.



No. 563.



No. 446.



U.E.B. is... people.

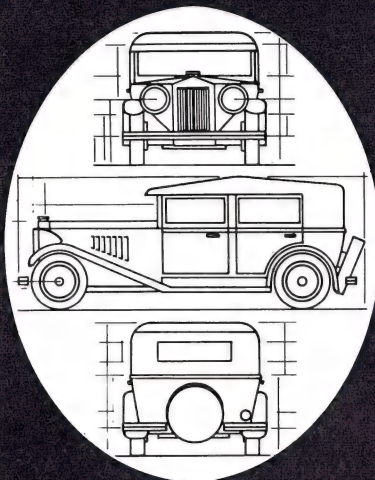
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Restoration

of vintage, veteran and antique cars is an absorbing and creatively rewarding hobby.

Back up your abilities by consulting the experts at NZIG about the techniques and equipment needed for cutting and welding metals and alloys and the repairing and maintenance of irreplaceable parts.

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Branches and resellers throughout New Zealand



No. 360.
1928 Bentley, England.
Entrant:
R. E. Beardsley, Christchurch.
Route No. 101.

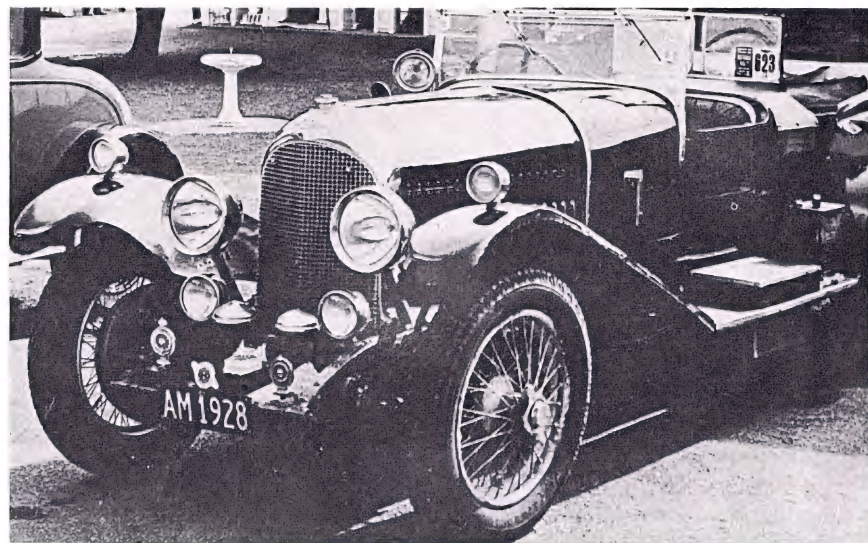
No. 083.
1924 Velie, U.S.A.
Entrant:
A. Roberts, Auckland.
Route 011.

No. 467.
1903 Oldsmobile, U.S.A.
Entrant:
C. P. Kerr, Australia.
Route No. 094.

No. 058.
1908 De Dion-Bouton, France.
Entrant:
R. Porter, Carterton.
Route 094.

No. 044.
1927 Sunbeam, England.
Entrant:
A. D. Douglas, Australia.
Route 022.

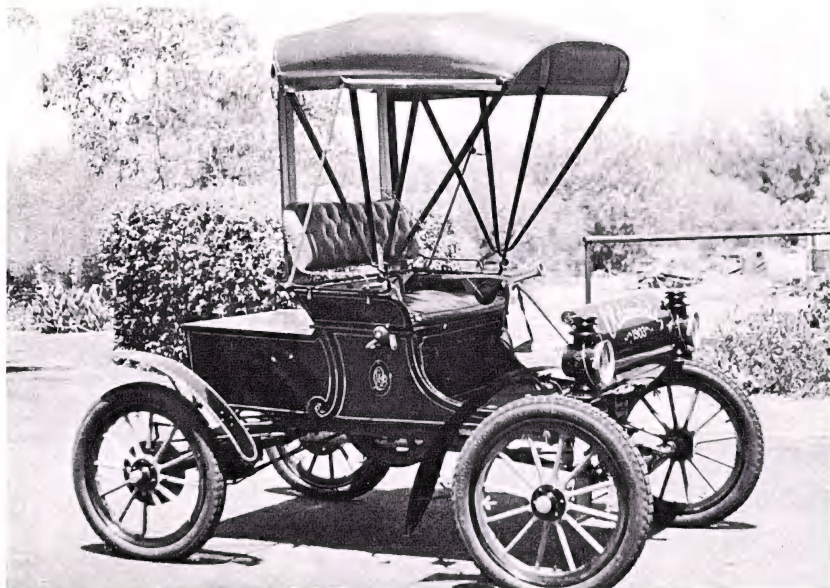
No. 361.
1909 Martini, Switzerland.
Entrant:
A. Beattie, Nelson.
Route No. 094.



No. 360.



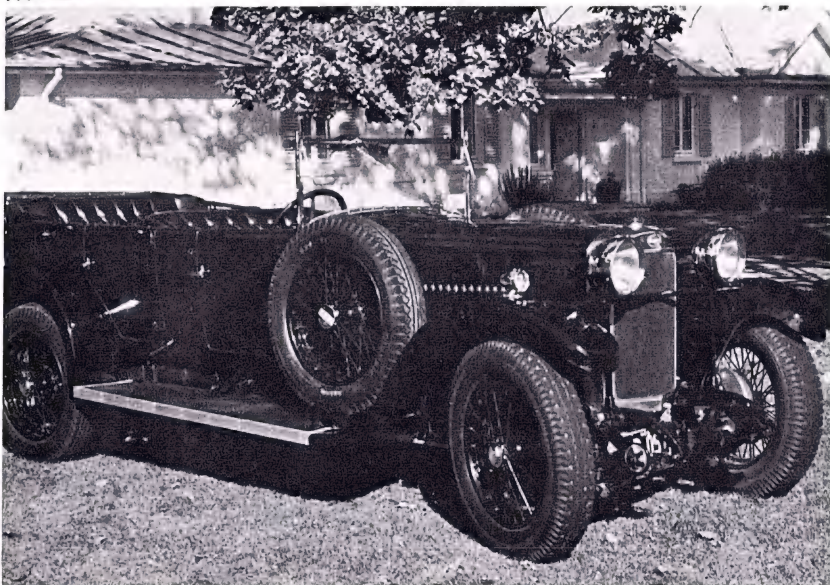
No. 083.



No. 467.



No. 058.



No. 044.



No. 361.

Win Your Own East African Safari- Anytime



East African Rally 1971 - 113 started. 32 finished, Datsun 240-Z first, second and seventh.

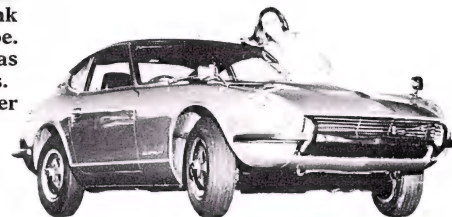
With the fabulous Datsun 240-Z Sports, outright winner of the 1971 East African Safari and the car that America's "Road Test" Magazine called "The best selling sports GT car of all time".

This is every inch a true sports car. A performance minded car with practicality. The 2,393c.c., 6 cylinder motor offers you 151 h.p. that's guaranteed to give sustained speeds of up to 125 m.p.h. and a standing start $\frac{1}{4}$ mile in 16.3 seconds. The roomy and comfortable interior is designed and

upholstered in true GT fashion with all the necessary safety features. The seats are adjustable horizontally, the meters and gauges are deep set for non-glare and the controls are set to work for you not you for them. And so it goes on — a list of standard features that in any other car would mean more and more payouts as extras.

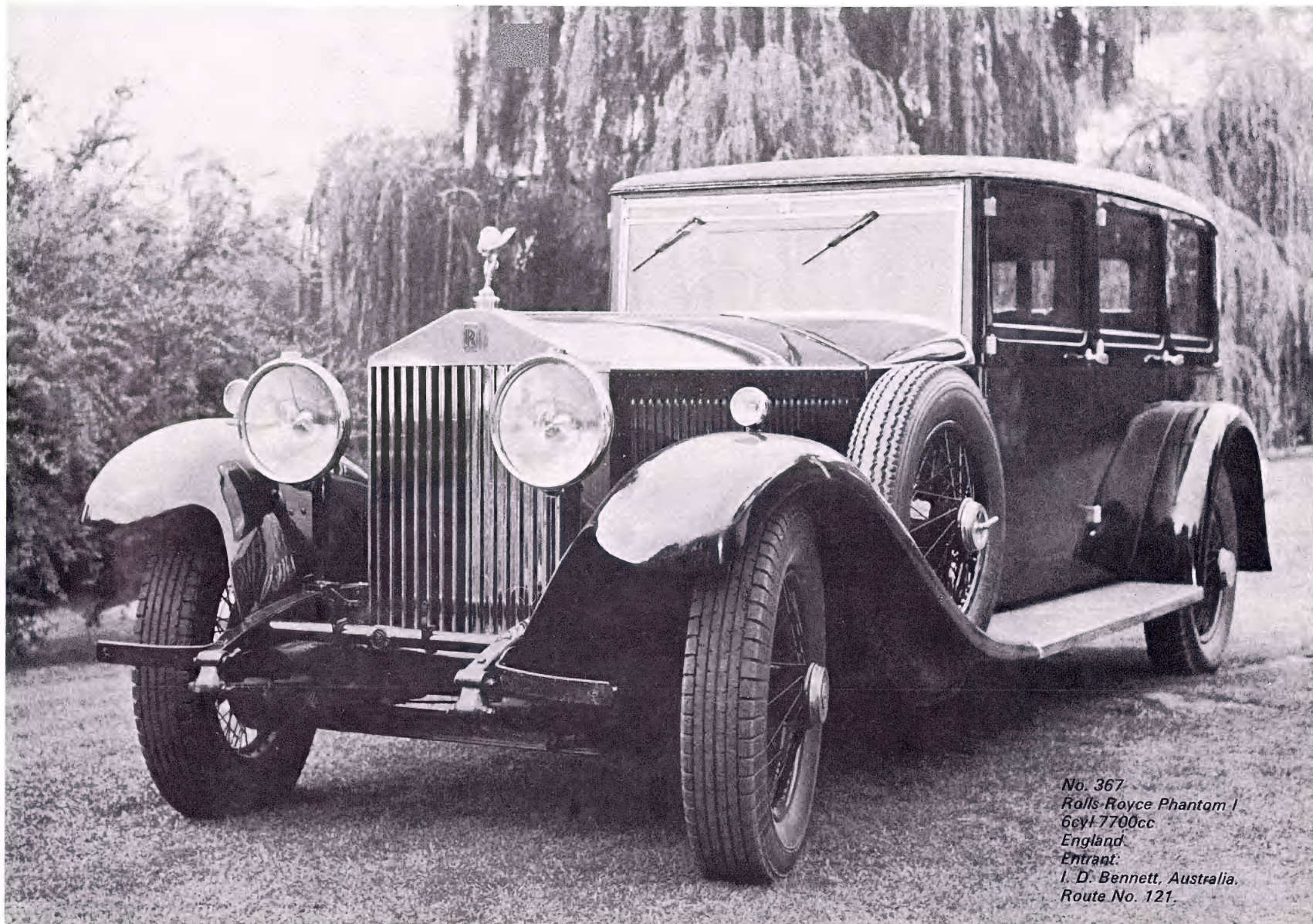
As an investment for your over-

seas funds the 240-Z is a natural. You have the pleasure of driving the world's best sports car at the same time as holding a great investment in your hands — think of what the re-sale value will be. For only \$2,016.00 in overseas funds, the Datsun 240-Z is yours. Contact the Nissan/Datsun Dealer in your area.

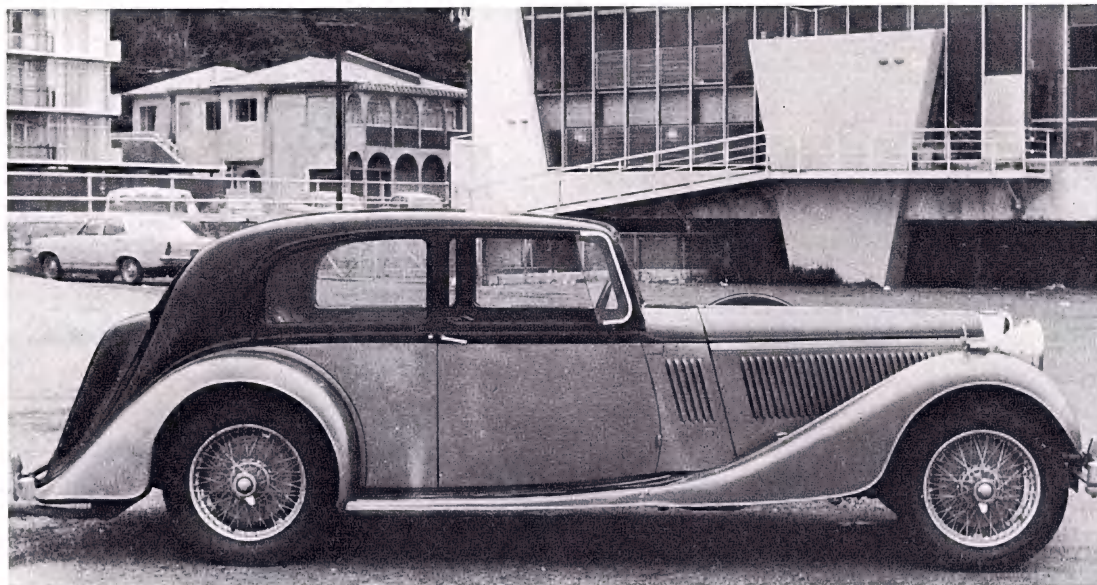


DATSUN 240-Z



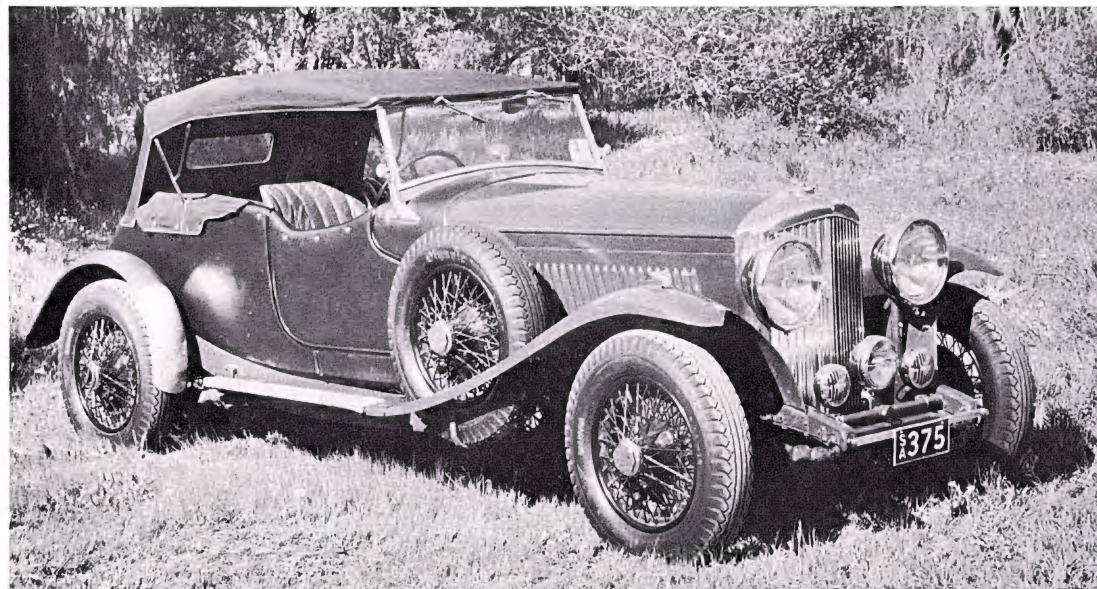


No. 367
Rolls-Royce Phantom I
6cyl 7700cc
England
Entrant:
I. D. Bennett, Australia,
Route No. 121.



No. 471.

No. 471.
1936 Alvis, England.
Entrant:
H. P. Harland-Baker, Wellington.
Route No. 111.



No. 605.

No. 605.
1934 Bentley, England.
Entrant:
G. Sandford-Morgan, Australia.
Route No. 121.

No. 216.
1930 Delage, France.
Entrant:
W. H. St.C. Inglis, Takapau.
Route No. 062.

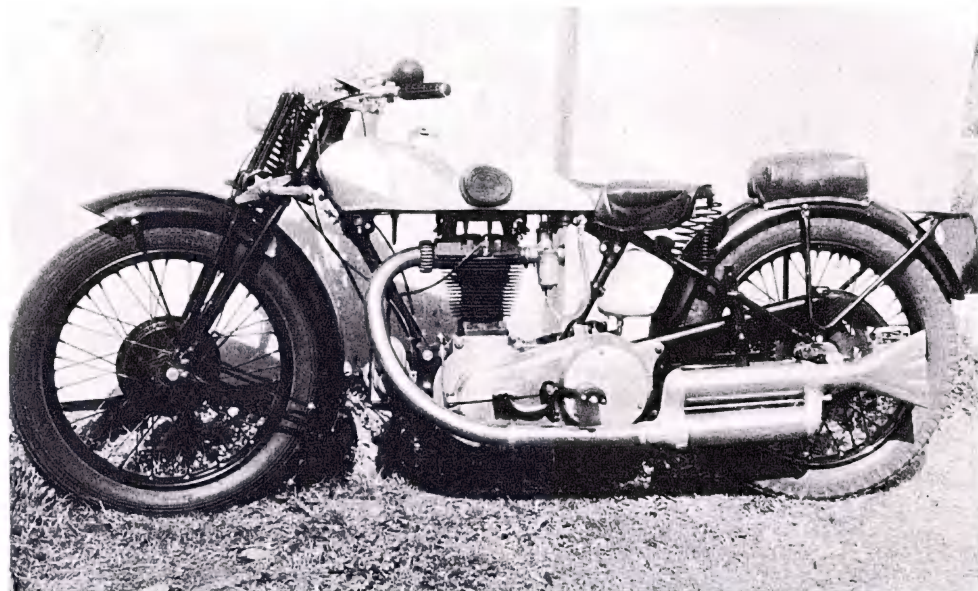


No. 216.

No. 406.
1928 Norton, England.
Entrant:
J. Riley, Christchurch.
Route No. 093.

No. 072.
1924 BSA, England.
Entrant:
A. B. Wilkinson, Australia.
Route 092.

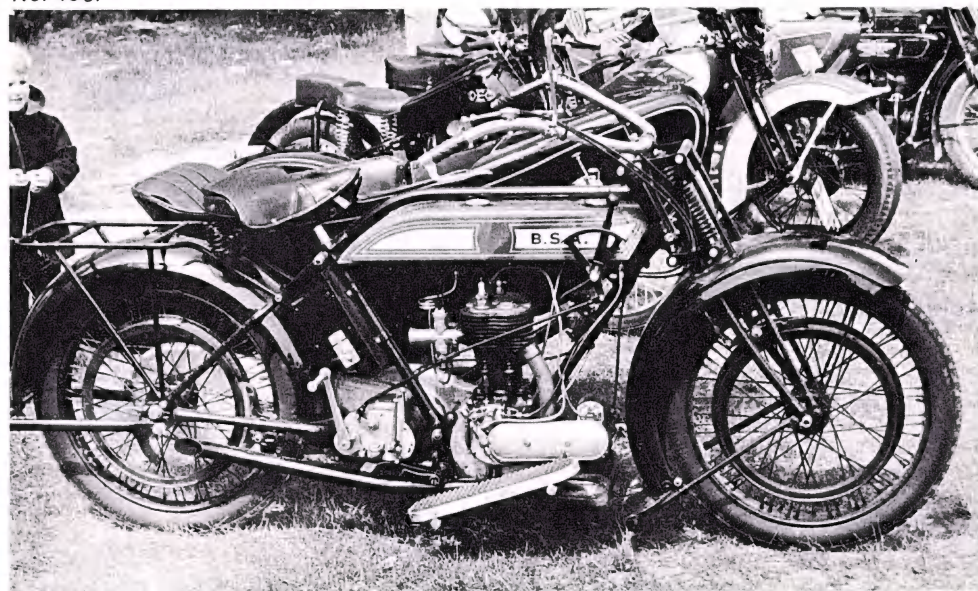
No. 089.
1929 Harley Davidson, U.S.A.
Entrant:
P. W. J. Wood, Papatoetoe.
Route 012.



No. 406.



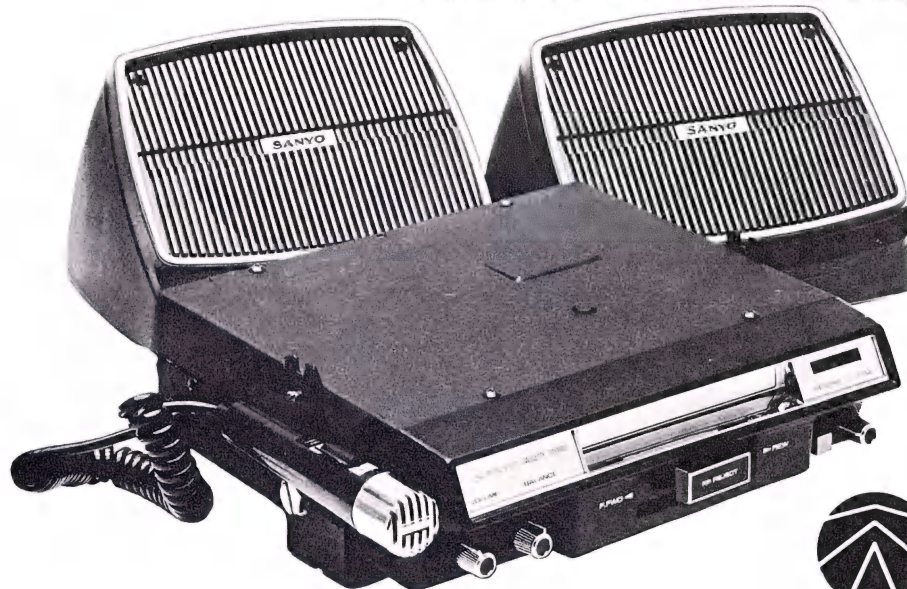
No. 089.



No. 072.

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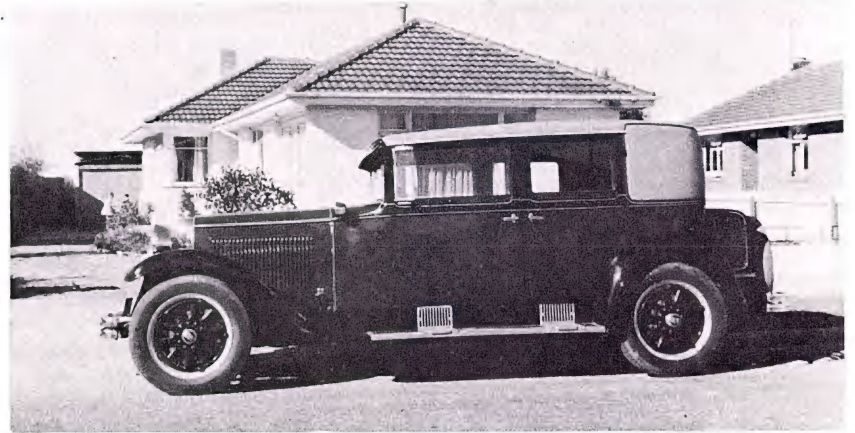
Manufactured and assembled
in New Zealand under exclusive licence
to the Sanyo Electric Co. of Japan, by **AUTOCRAT.**



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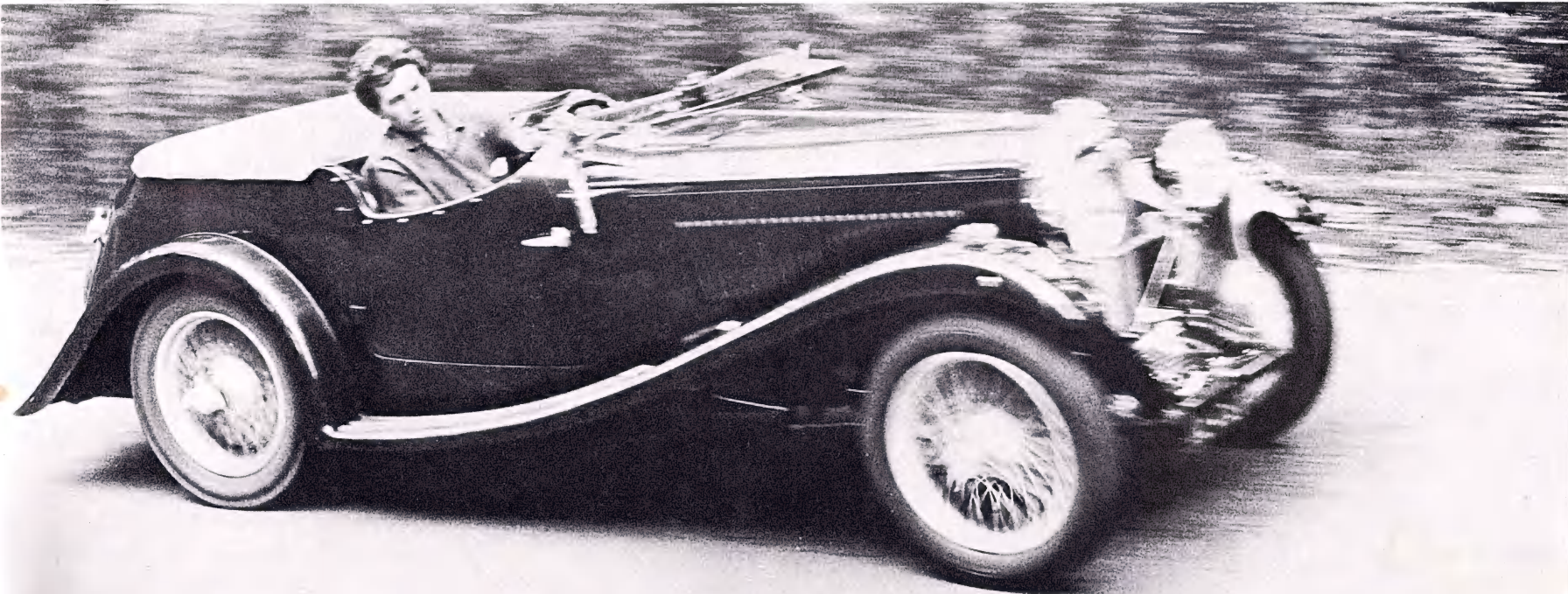
No. 531.

No. 531.
1929 Nash, U.S.A.
Entrant:
H. van Lith, Ashburton.
Route No. 102.



No. 740.

No. 740.
1934 Lagonda, England.
Entrant:
L. J. Poolman, Auckland.
Route No. 121.

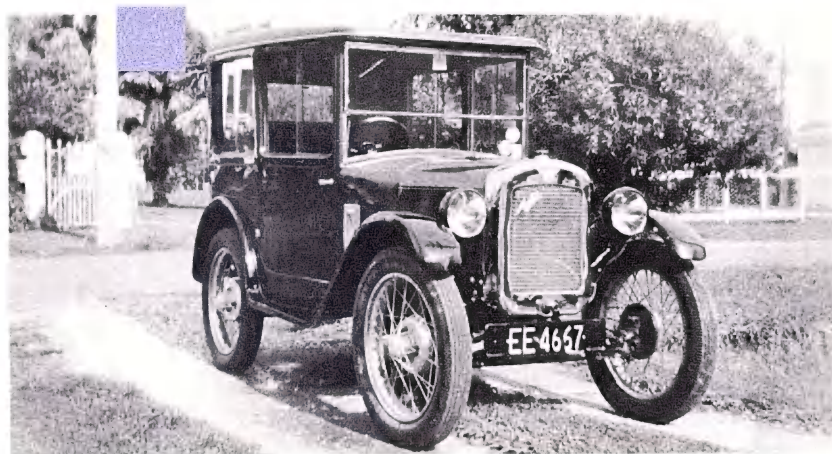




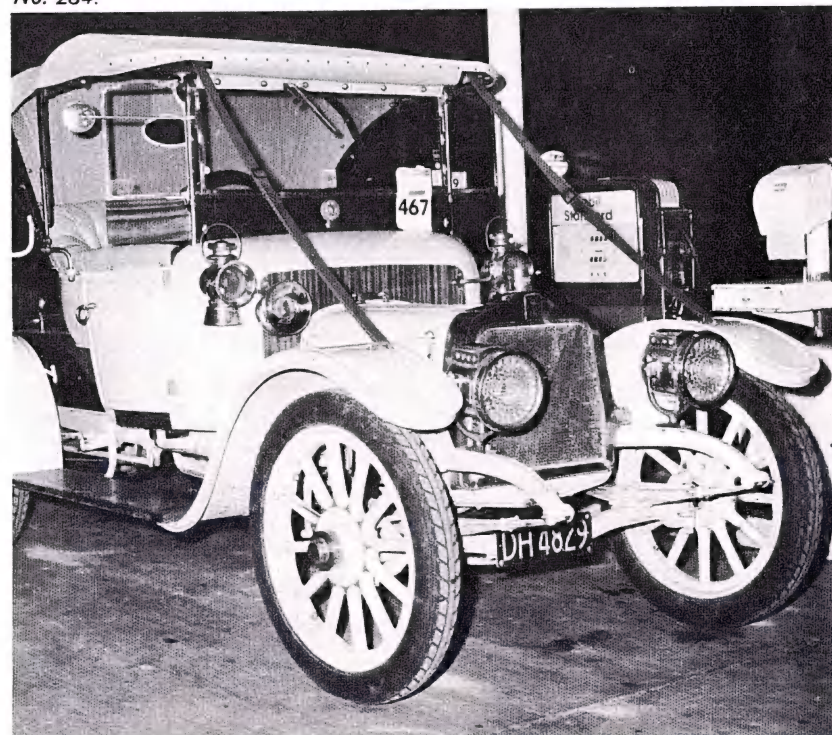
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No. 284.



No. 448.

No. 284.
1928 Austin 7, England.
Entrant:
J. Webber, Gisborne.
Route No. 073.

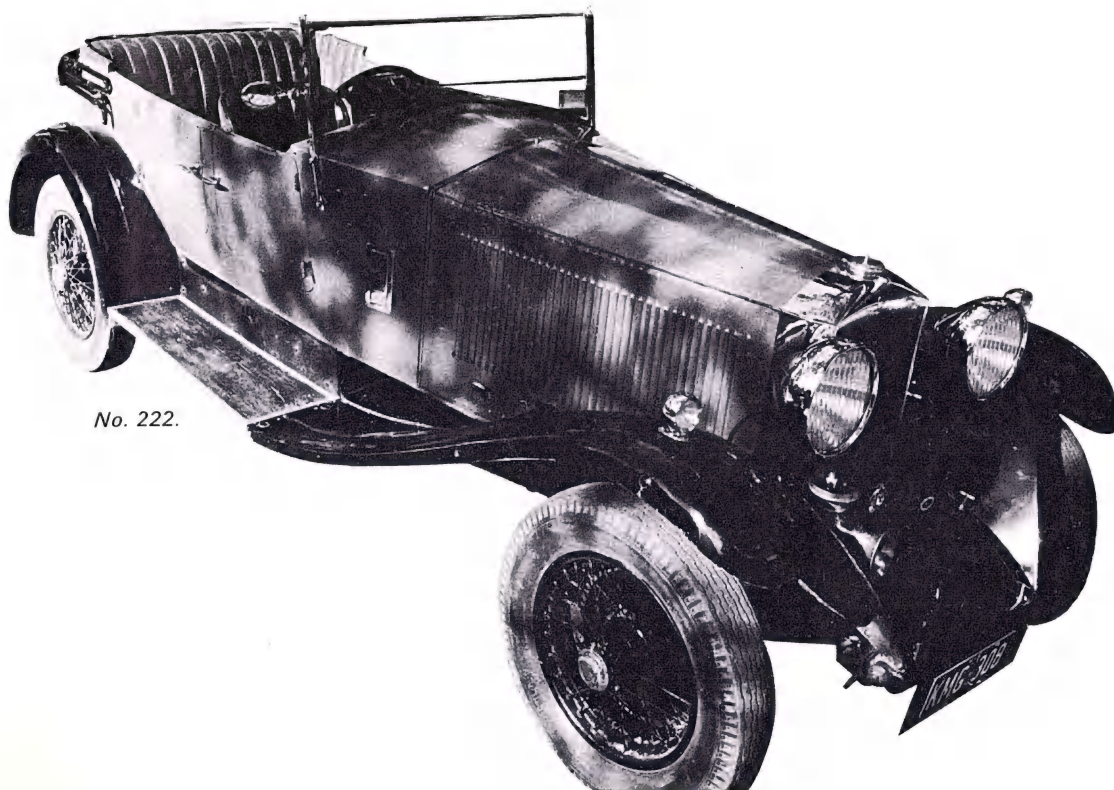
No. 669.
1913 Daimler, England.
Entrant:
A. P. Tonks, Wanganui.
Route No. 073.

No. 448.
1910 Talbot, France.
Entrant:
T. R. E. Witte, Christchurch.
Route No. 093.

No. 222.
1930 Invicta, England.
Entrant:
E. E. Milkins, Australia.
Route No. 092.



No. 669.



No. 222.

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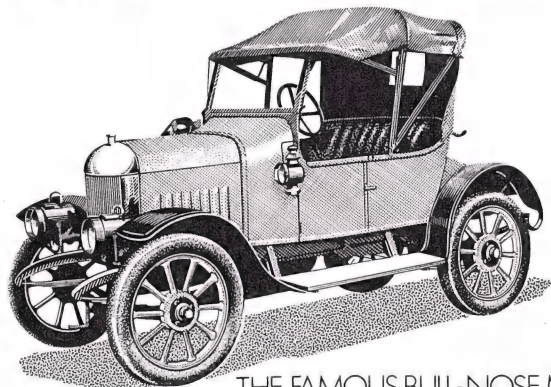
4546

*the sound
of auckland*

1590

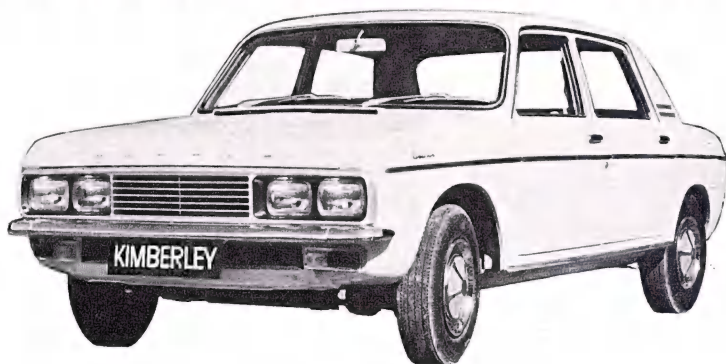


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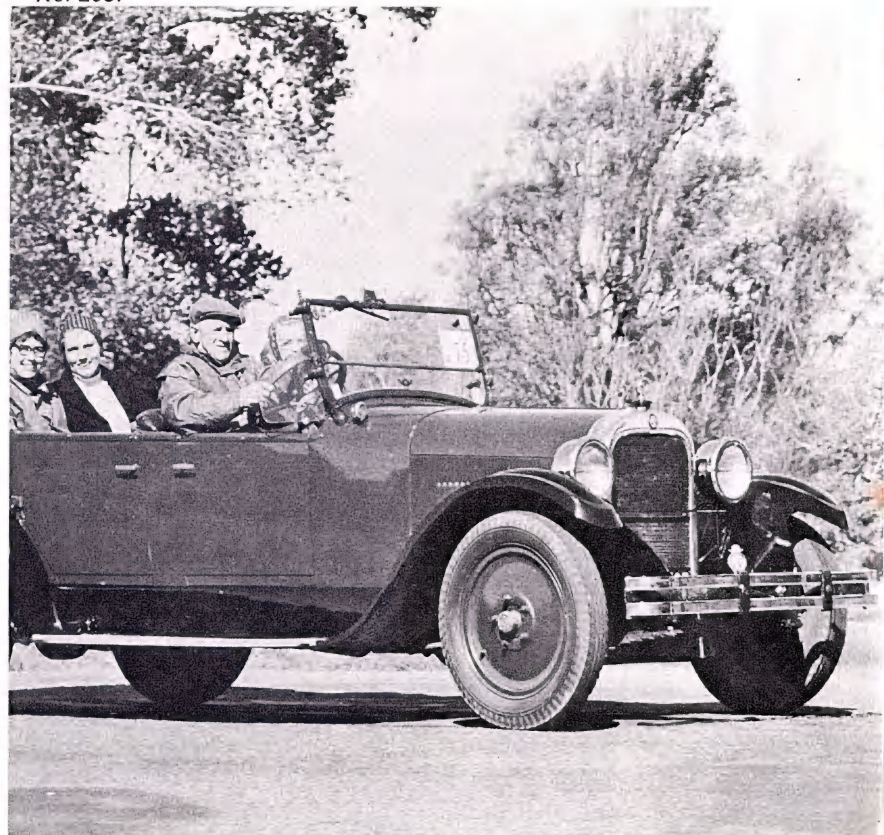


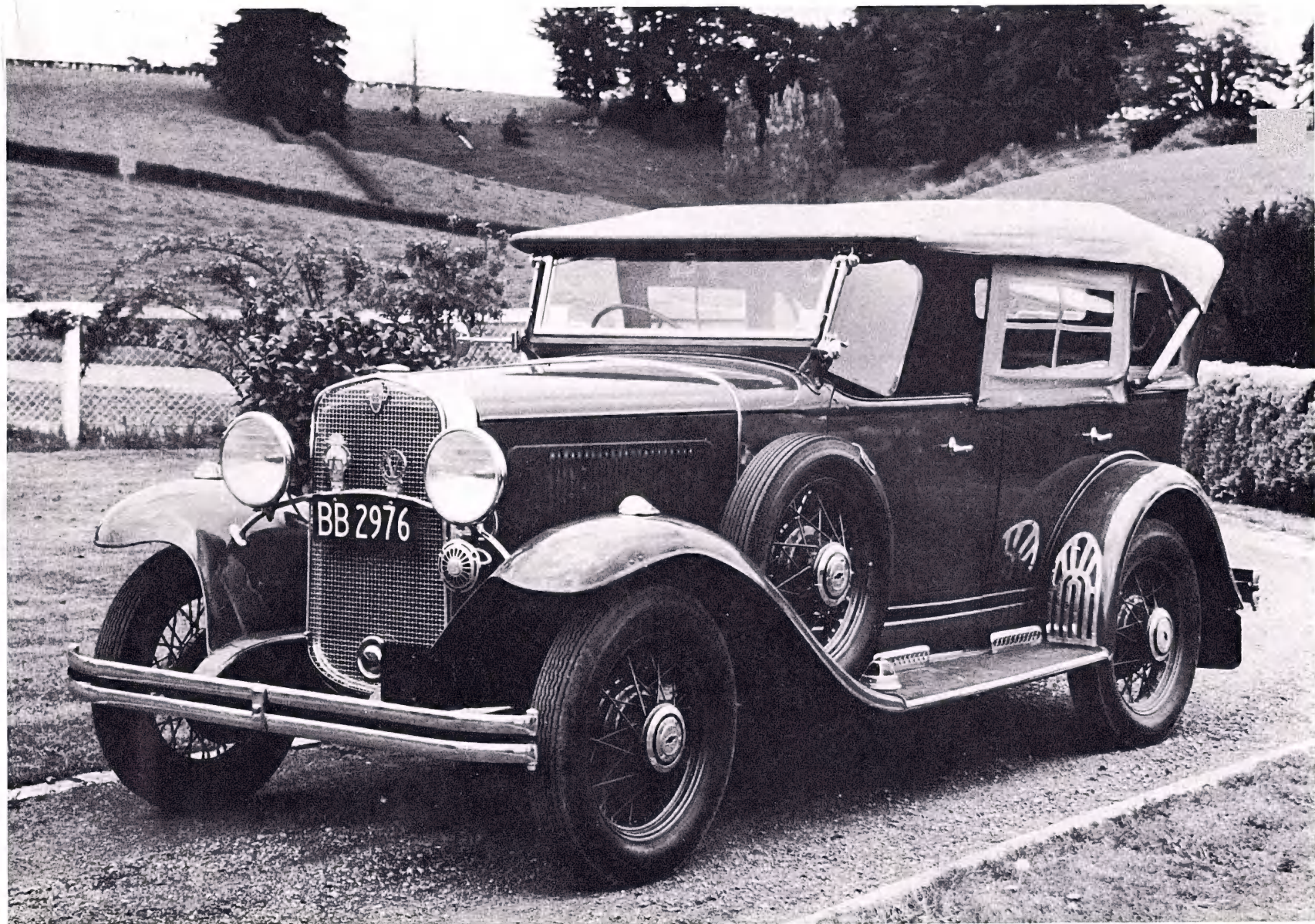
NEW ZEALAND MOTOR CORPORATION
59 Courtenay Place, Wellington. LIMITED

*No. 075.
1931 Chevrolet, U.S.A.
Entrant:
R. M. Otton, Auckland.
Route 012.*

*No. 203.
1925 Dodge, U.S.A.
Entrant:
A. A. Hunter, Christchurch.
Route No. 092.*

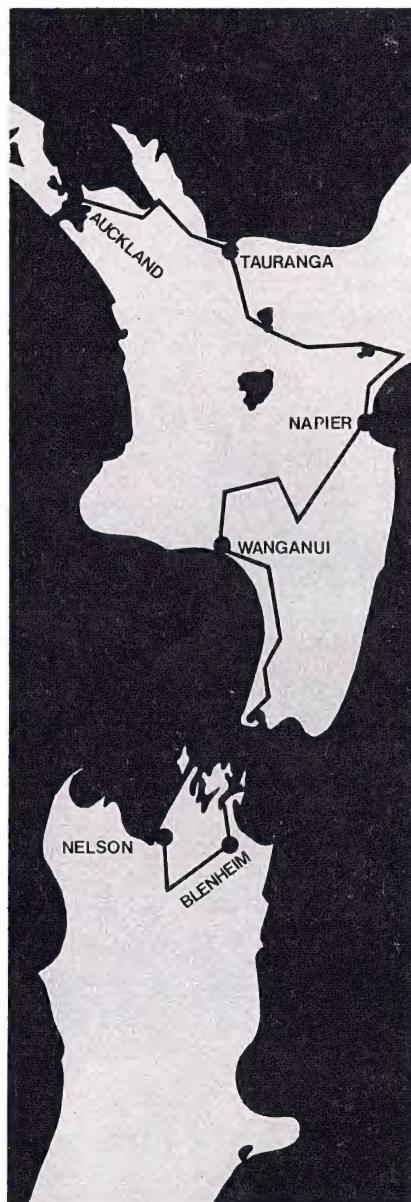
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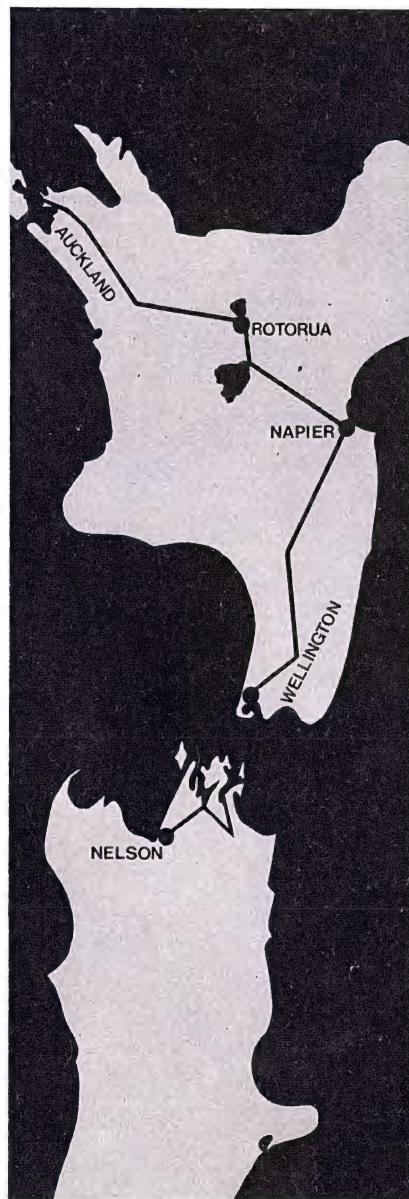
No. 075.

route 011



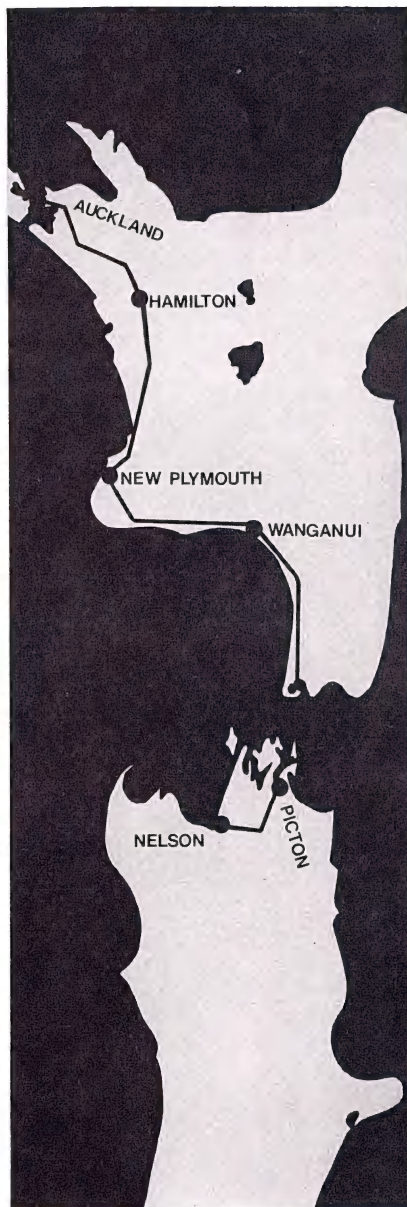
| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|----------------------|----------------|--------------------|-------------|
| 002 | J. W. A. Newell | N.Z. | Vauxhall | 1924 |
| 009 | B. L. Bacon | Australia | Buick | 1930 |
| 017 | A. J. Petersen | N.Z. | Oakland | 1924 |
| 045 | R. Powell | Australia | Riley | — |
| 083 | A. Roberts | N.Z. | Velie | 1924 |
| 088 | P. H. & M. L. Harris | Australia | Fiat | 1923 |
| 097 | R. K. Stapleton | Australia | Napier | 1923 |
| 102 | H. W. Bush | N.Z. | Buick | 1924 |
| 135 | C. F. Keenan | N.Z. | De Soto | 1929 |
| 145 | F. W. Wetton | Indonesia | Bugatti | 1925 |
| 161 | C. T. Smith | Australia | Fiat | 1923 |
| 182 | C. F. Chatwood | Australia | Stutz | 1928 |
| 201 | R. B. Pritchett | Australia | Mercedes | 1924 |
| 217 | G. J. Taylor | Australia | Vauxhall | 1924 |
| 292 | H. D. Kidd | N.Z. | Nash | 1925 |
| 402 | D. J. Williamson | Australia | Singer Junior | 1929 |
| 421 | F. H. Dahl | Australia | Ford "A" | 1928 |
| 484 | B. L. Birchall | N.Z. | Overland Whippet | 1926 |
| 487 | J. C. Wilson | Australia | De Soto | 1929 |
| 493 | N. S. Webb | Australia | H.R.G. | 1939 |
| 501 | Dr W. E. Southgate | Australia | Lagonda | 1938 |
| 511 | M. F. Felstead | Australia | Austin 7 Meteor | 1929 |
| 515 | R. D. Millar | United Kingdom | Bentley | 1930 |
| 545 | H. E. Walker | N.Z. | M.G. | 1936 |
| 705 | R. J. Roycroft | N.Z. | Bugatti | 1925 |
| 714 | G. Horodyski | Australia | 30/98 OE Vauxhall | 1926 |
| 725 | D. H. Tippins | N.Z. | Locomobile | 1925 |
| 738 | D. G. Fraser | Australia | Talbot 105 | 1935 |
| 756 | P. A. Jones | N.Z. | Essex | 1923 |
| 771 | G. T. Shoosmith | United Kingdom | Scott M/c | 1925 |

route 012



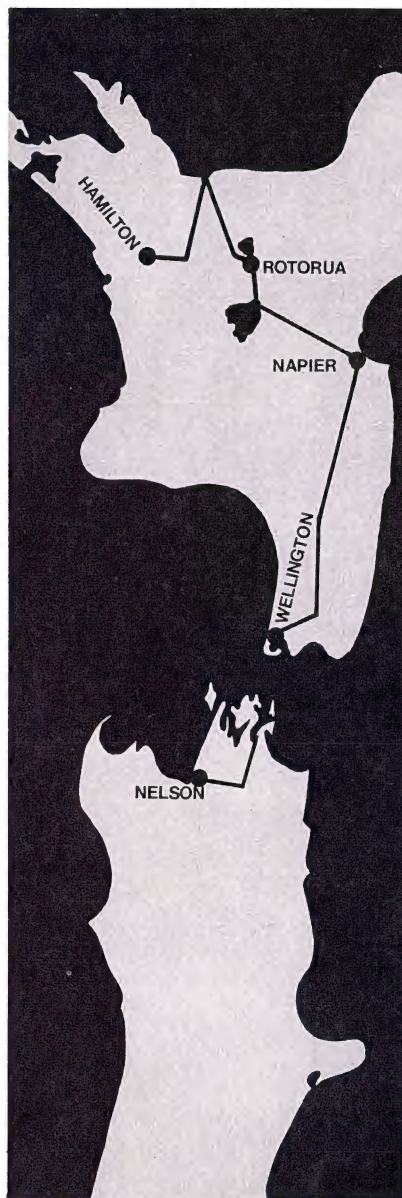
| No. | Name | Country | Make of Car | Year |
|-----|---------------------|----------------|---------------------|---------|
| 010 | R. D. Wilson | Australia | Alvis | 1924 |
| 018 | B. H. Walton | N.Z. | Vauxhall | 1929 |
| 019 | H. J. Hughes | Australia | Buick | 1918 |
| 020 | L. D. Macey | Australia | Buick | 1916 |
| 021 | D. Marr | Australia | Sunbeam | 1913 |
| 036 | W. S. Martin | Australia | Ford | 1928 |
| 064 | J. G. Day | Australia | Ford | 1930 |
| 065 | E. W. Ogborne | Australia | Buick | 1930 |
| 075 | R. M. Otton | N.Z. | Chevrolet | 1931 |
| 089 | P. W. J. Wood | N.Z. | Harley Davidson M/c | 1929 |
| 098 | G. J. Strickett | N.Z. | Austin | 1928 |
| 105 | O. Scarborough | N.Z. | Ford | 1926 |
| 142 | L. Keys | N.Z. | Austin | 1928 |
| 148 | S. Mills | N.Z. | Paige | 1926 |
| 164 | A. R. Inch | N.Z. | Hudson | 1925 |
| 166 | G. N. Edwards | Australia | Rolls Royce | 1924 |
| 172 | W. Woollams | N.Z. | Ford "A" | 1930 |
| 174 | M. K. Sorrell | N.Z. | Ford | 1929 |
| 186 | E. P. G. Sim | N.Z. | B.S.A. M/c Comb. | 1928 |
| 187 | R. Oldfield | N.Z. | B.S.A. M/c Comb. | 1926 |
| 188 | P. E. Le Gros | N.Z. | B.S.A. M/c | 1928 |
| 191 | F. A. Knight | N.Z. | Dodge | 1928 |
| 202 | J. L. Stone | Australia | Vauxhall | 1923 |
| 211 | T. L. Knott | N.Z. | Ford "A" | 1930 |
| 213 | E. F. Parker | N.Z. | Minerva | 1923 |
| 238 | B. Ogston | N.Z. | Essex Super Six | 1929 |
| 252 | A. M. Fullarton | Australia | Invincible Jap. | 1923 |
| 307 | R. I. Philippi | U.S.A. | Ford | 1930 |
| 344 | J. M. Armstrong | Australia | Chrysler | 1930 |
| 399 | J. F. Simpfendorfer | Australia | Austin | 1928 |
| 423 | A. James | United Kingdom | Rolls Royce | 1926 |
| 445 | C. R. Newham | Australia | Ford "A" | 1928 |
| 512 | R. T. Baldwin | Australia | Rugby | 1924 |
| 517 | I. F. Cullen | Australia | Vauxhall | 1926 |
| 553 | R. S. Richardson | Australia | Fiat | 1924 |
| 568 | E. C. Clifton | Australia | Ford "T" | 1926-27 |
| 569 | B. E. Lord | Australia | Buick 8-90 | 1930 |
| 583 | J. E. Roberts | Australia | Ford "T" | 1915 |
| 598 | N. Boyd | Australia | Chrysler 50 | 1926 |
| 599 | D. McLachlan | Australia | Dodge | 1926 |
| 600 | W. Stevenson | Australia | Dodge | 1927 |
| 620 | R. J. Cuthbertson | Australia | Armstrong Siddeley | 1923 |
| 630 | P. E. Willoughby | Australia | Morris Oxford | 1926 |
| 764 | G. Cowie | Australia | Ford "A" | 1929 |
| 770 | C. M. Furness | United Kingdom | Austin | 1928 |

route 013



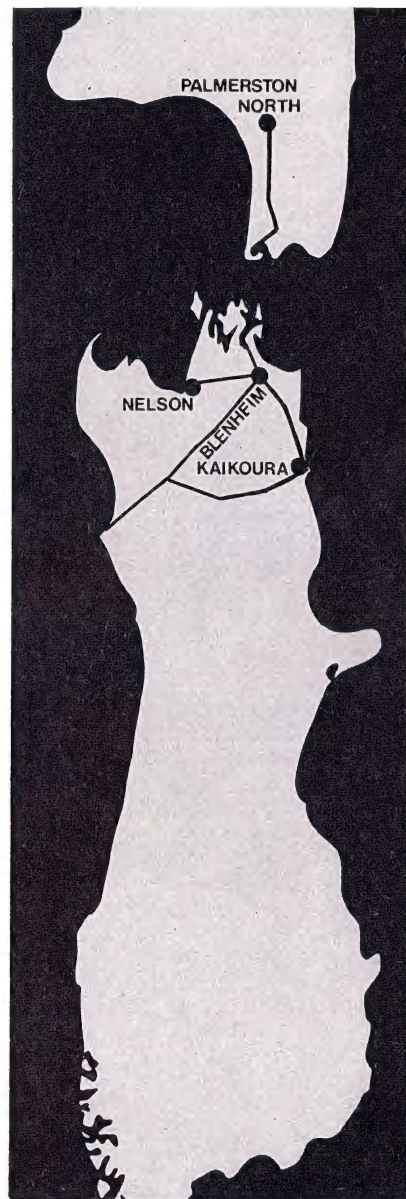
| No. | Name | Country | Make of Car | Year |
|-----|------------------------|----------------|---------------------|---------|
| 022 | L. C. Baines | N.Z. | Austin | 1930 |
| 028 | M. Stone | Australia | Arrol-Johnston | 1910 |
| 034 | S. E. Cox | Australia | Krit | 1912 |
| 035 | G. W. Smith | Australia | Ford | 1917 |
| 070 | V. H. Stephens | Australia | Morris | 1923 |
| 077 | J. S. Stewart | N.Z. | Stanley | 1920 |
| 078 | T. F. Porter | N.Z. | Cadillac | 1905 |
| 079 | D. C. Porter | N.Z. | Ford | 1913 |
| 084 | A. S. Chate | Australia | Ariel M/c | 1927 |
| 085 | F. Bush | Australia | B.M.W. | 1924 |
| 123 | A. A. Tester | Australia | Rover | 1925 |
| 177 | R. Hicks | N.Z. | Austin | 1925 |
| 226 | J. L. Bowman (Mrs) | N.Z. | Ford "T" | 1913 |
| 237 | D. M. B. Healey | N.Z. | Dennis | 1924 |
| 249 | C. L. Edwards | N.Z. | Austin | 1912 |
| 251 | D. Hall | N.Z. | Wolseley | 1912 |
| 271 | N. A. Martin | Australia | Ford "T" | 1918 |
| 285 | W. H. Shears | N.Z. | Moon | 1917 |
| 303 | I. D. Steer | Australia | Ford "T" | 1915 |
| 355 | J. W. Francis | N.Z. | Westcott | 1917 |
| 385 | T. G. Bailey | Australia | Studebaker | 1916 |
| 401 | J. W. Vandenhoven | N.Z. | Studebaker | 1918 |
| 409 | W. Sheehan | Australia | Austin | 1926 |
| 417 | B. D. Madgwick | N.Z. | Austin 7 | 1928 |
| 418 | G. Thorpe | N.Z. | Chevrolet | 1929 |
| 429 | B. E. Robert for AVVCC | N.Z. | Renault Charabanc | 1914-18 |
| 431 | C. B. Evans | Australia | A.J.S. M/c | 1927 |
| 432 | H. D. Bennets | Australia | Norton M/c | 1928 |
| 433 | R. E. Hill | Australia | Norton M/c | 1929 |
| 446 | C. A. Hankin | United Kingdom | Adler | 1910 |
| 475 | W. H. Miller | N.Z. | Buick | 1911 |
| 489 | T. M. Osborne | Australia | Waverley Tourer | 1912 |
| 507 | J. Wein-Smith | Australia | Morris Minor | 1928 |
| 559 | J. A. Inch | N.Z. | Duo | 1912 |
| 590 | R. S. Hanna | N.Z. | Fiat 105 | 1925 |
| 614 | M. I. B. Le Haye | N.Z. | Sunbeam | 1927 |
| 660 | J. R. Jordan | Australia | Talbot 4CB | 1914 |
| 712 | J. N. Fox | N.Z. | Harley Davidson M/c | 1918 |
| 713 | O. J. Campion | U.S.A. | Scripps Booth | 1914 |
| 755 | R. L. Philippi | U.S.A. | Dodge | 1924 |
| 769 | S. Rumble | Australia | Maxwell | 1909 |

route 022



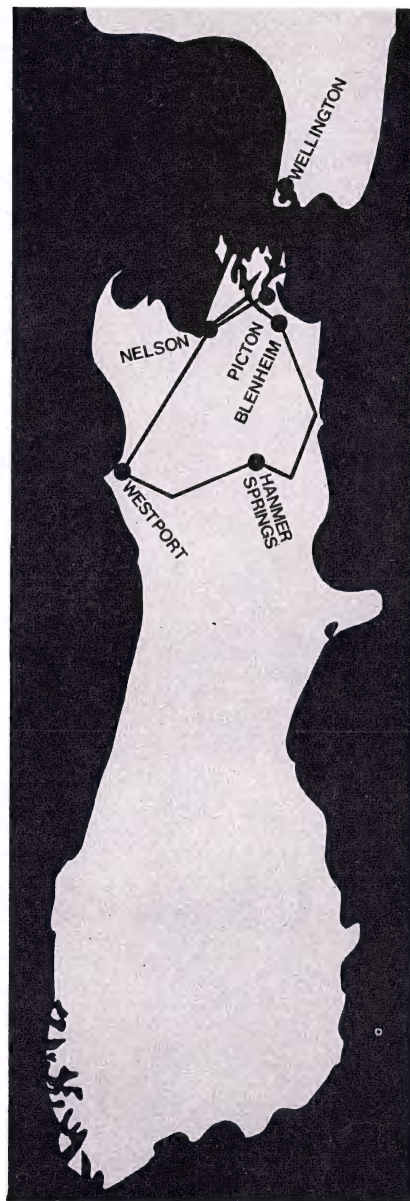
| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|----------------------|----------------|---------------------|-------------|
| 006 | J. Bayly | N.Z. | Franklin | 1930 |
| 038 | I. W. Karlson | Australia | Austro Daimler | 1925 |
| 044 | A. D. Douglas | Australia | Sunbeam | 1927 |
| 053 | T. R. Atkinson | N.Z. | Essex | 1929 |
| 066 | R. J. Rowe | N.Z. | Ford | 1930 |
| 136 | A. G. Ainsworth | N.Z. | Fiat | 1922 |
| 137 | M. S. Coombes | N.Z. | Ansaldo | 1923 |
| 146 | L. L. B. Anglis | N.Z. | Chrysler | 1928 |
| 147 | D. L. B. Anglis | N.Z. | Triumph | 1930 |
| 227 | K. J. Haine | N.Z. | Essex | 1926 |
| 240 | W. E. Barnard | N.Z. | Sunbeam 14/40 | 1923 |
| 266 | R. G. Kerby | N.Z. | Graham Paige | 1929 |
| 267 | K. D. Belch | Australia | Chevrolet | 1929 |
| 269 | A. L. Bethell | N.Z. | Graham Paige | 1929 |
| 277 | R. M. Finucane | N.Z. | Dodge | 1927 |
| 286 | W. E. Burgess | N.Z. | Chevrolet | 1928 |
| 319 | G. Ogston | N.Z. | Essex Super 6 | 1928 |
| 321 | S. N. G. Bull | N.Z. | A.J.S. M/c | 1923 |
| 372 | D. A. Osborne | N.Z. | Buick | 1919 |
| 380 | R. D. Percy | N.Z. | Ford | 1926 |
| 428 | A. W. Pearson | N.Z. | M.G. J.2 | 1932 |
| 440 | E. B. Brickell | N.Z. | Ford "A" | 1930 |
| 443 | B. H. Moffitt (Miss) | Australia | Flint | 1925 |
| 483 | E. G. Sandbrook | N.Z. | Harley Davidson M/c | 1938 |
| 506 | W. A. Payne | N.Z. | Standard | 1929 |
| 537 | A. J. Churton | N.Z. | Vauxhall | 1930 |
| 541 | E. G. Austin | N.Z. | Willys Knight | 1929 |
| 576 | P. Dick | N.Z. | Rugby | 1928 |
| 588 | E. D. McRae | N.Z. | Ford "T" | 1922 |
| 593 | J. K. Diprose | N.Z. | Pontiac | 1928 |
| 640 | C. H. Shelley | N.Z. | Armstrong Siddeley | 1927 |
| 663 | G. S. Tier | N.Z. | M.G. Morris Oxford | 1925 |
| 664 | M. S. Hornsby | N.Z. | Studebaker | 1915 |

route 062



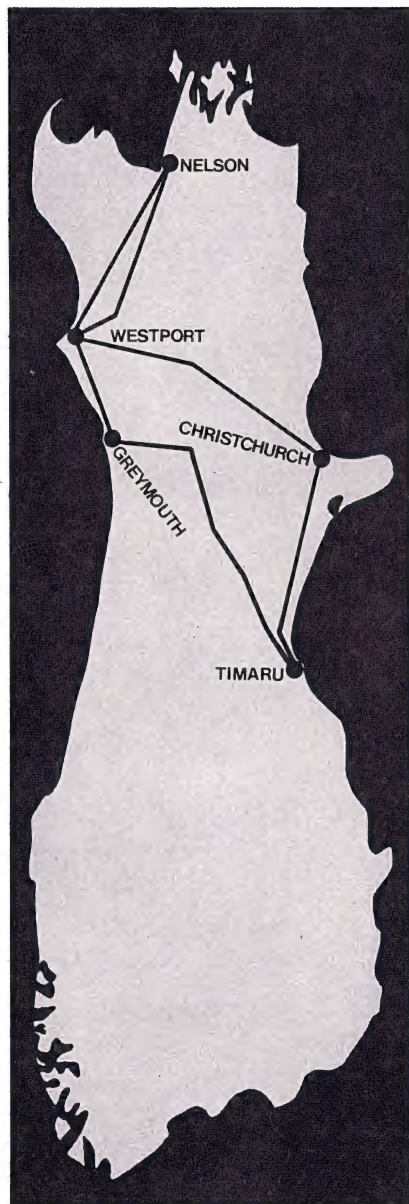
| No. | Name | Country | Make of Car | Year |
|-----|---------------------|-----------|----------------------|------|
| 029 | I. A. Cartwright | Australia | Gwynne | 1927 |
| 051 | M. A. Curry | N.Z. | Alvis | 1926 |
| 060 | M. K. Holland | N.Z. | Sunbeam | 1926 |
| 133 | E. J. Ferner (Mrs) | N.Z. | Alvis | 1926 |
| 173 | E. A. Holmwood | N.Z. | Ford | 1930 |
| 176 | D. B. Rankine | N.Z. | Studebaker | 1925 |
| 183 | B. H. Sole | N.Z. | Ford | 1929 |
| 184 | D. C. A. Hawley | N.Z. | Ford | 1928 |
| 190 | O. E. Hayward | N.Z. | Rugby | 1928 |
| 208 | E. M. West | N.Z. | Ford Model "A" | 1930 |
| 216 | W. H. St. C. Inglis | N.Z. | Delage | 1930 |
| 248 | J. M. White | N.Z. | Dodge 4 | 1923 |
| 288 | G. M. Howard | N.Z. | Erskine | 1928 |
| 291 | P. J. Smith | N.Z. | Austin 16 | 1928 |
| 295 | D. G. Gordon | N.Z. | Ford "T". New Beauty | 1926 |
| 305 | R. E. Blanchett | N.Z. | Ford "A" | 1930 |
| 309 | K. R. Thompson | N.Z. | Ford "A" | 1928 |
| 326 | L. T. Robinson | N.Z. | Essex | 1927 |
| 347 | J. R. & D. M. Sloan | N.Z. | Oakland | 1928 |
| 389 | D. R. Jamieson | N.Z. | Ford "A" | 1929 |
| 469 | R. G. Sutherland | N.Z. | Essex | 1928 |
| 479 | B. B. Catchpole | N.Z. | Packard | 1936 |
| 491 | G. A. Jupp | N.Z. | Studebaker President | 1928 |
| 496 | A. E. Nottling | N.Z. | Pontiac | 1926 |
| 505 | C. H. Johnston | N.Z. | D. A. Dodge | 1929 |
| 525 | D. W. Lind | N.Z. | Austin | 1927 |
| 526 | C. H. Dickinson | N.Z. | Chevrolet | 1923 |
| 536 | S. J. Muter | N.Z. | Dodge | 1925 |
| 546 | R. Harvey Kerr | N.Z. | Ford "A" | 1930 |
| 547 | P. J. Woodbury | N.Z. | Auburn | 1929 |
| 548 | S. I. Dyke | N.Z. | Victory 6 Dodge | 1928 |
| 571 | C. R. Olsen | N.Z. | Rolls Royce | 1934 |
| 574 | B. T. Rankine | N.Z. | Doble | 1923 |
| 587 | A. R. Pratt | N.Z. | Crossley | 1926 |
| 596 | E. B. Deighton | N.Z. | Austin | 1923 |
| 602 | P. R. Kidd | N.Z. | Essex | 1928 |
| 613 | I. A. McCulloch | N.Z. | Austin | 1928 |
| 681 | F. M. Stevenson | N.Z. | Citroen | 1928 |
| 686 | E. C. Williams | N.Z. | Ford "A" | 1930 |
| 693 | W. H. Shattky | N.Z. | Austin | 1928 |
| 707 | G. E. Collins | N.Z. | Ford "A" | 1929 |
| 715 | R. Poynton | N.Z. | De Soto | 1929 |
| 723 | D. G. Spencer | N.Z. | Ford "A" | 1928 |
| 724 | S. G. Turner | N.Z. | Sunbeam | 1925 |
| 749 | I. Hallett | Australia | Sunbeam M/c | 1930 |
| 753 | F. R. Q. Lawrence | N.Z. | Ford "T" | 1922 |
| 754 | N. F. Whittaker | N.Z. | Chevrolet | 1925 |

route 073



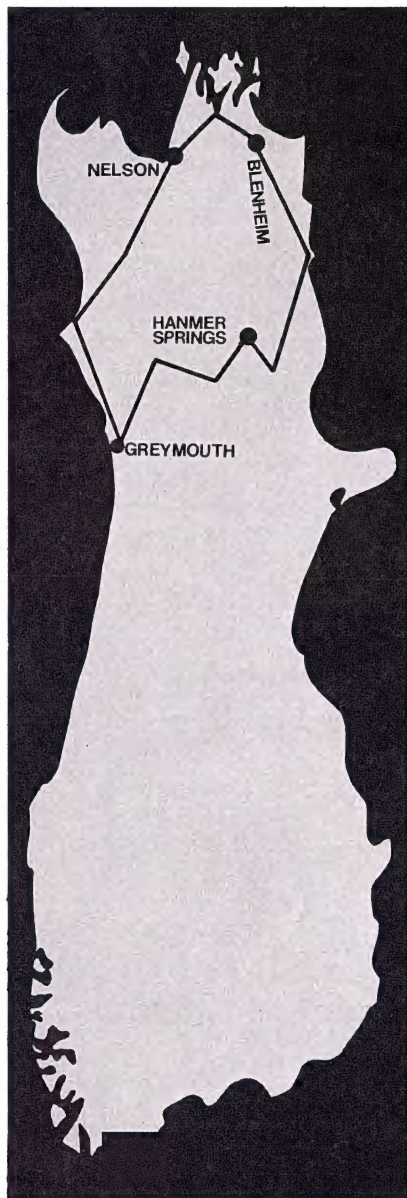
| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|--------------------|----------------|--------------------|-------------|
| 091 | R. A. Gavenlock | Australia | B.S.A. M/c Comb. | 1925 |
| 092 | A. E. I. Parkes | Australia | B.S.A. M/c | 1926 |
| 093 | J. T. Gates | Australia | Triumph M/c | 1926 |
| 094 | I. J. W. Cameron | Australia | F/N | 1902 |
| 200 | B. K. Prosser | N.Z. | Fiat | 1926 |
| 220 | R. J. M. White | N.Z. | Oakland | 1913 |
| 221 | P. J. Wilson | N.Z. | O.E.C. | 1928 |
| 233 | J. A. Little | N.Z. | Singer Junior | 1929 |
| 283 | A. Lambess | N.Z. | Austin Swallow | 1930 |
| 284 | J. Webber | N.Z. | Austin 7 | 1928 |
| 341 | H. G. Thoms | N.Z. | Chevrolet | 1924 |
| 410 | R. A. Hall | N.Z. | Indian M/c | 1926 |
| 451 | I. C. Ludeman | N.Z. | Austin 7 | 1926 |
| 470 | C. G. Courtney | N.Z. | Austin 7 | 1928 |
| 473 | L. B. Trigger | N.Z. | Austin | 1928 |
| 480 | B. R. Anderson | N.Z. | Indian M/c | 1928 |
| 585 | D. C. Cameron | N.Z. | Sizaire Naudin | 1907-09 |
| 669 | A. P. Tonks | N.Z. | Daimler | 1913 |
| 674 | H. C. B. Wycherley | N.Z. | Morris Cowley | 1920 |

route 081



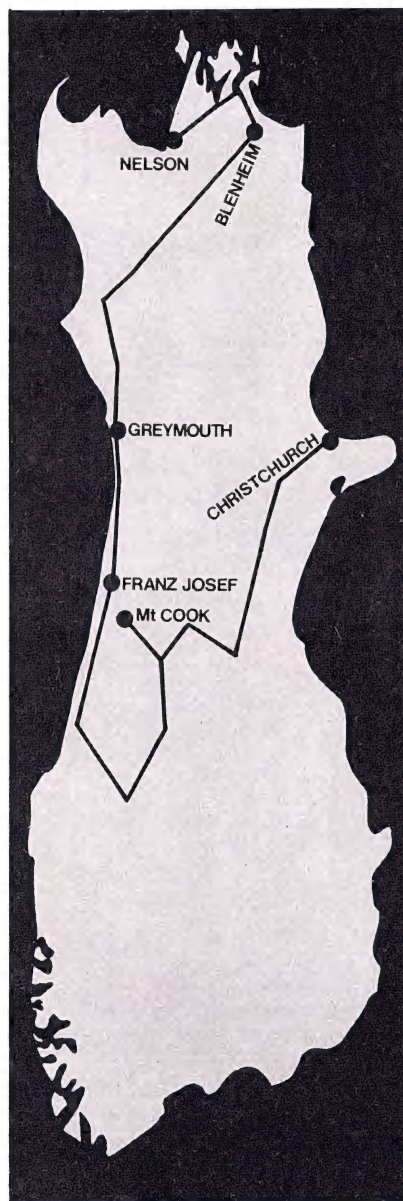
| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|------------------|----------------|--------------------|-------------|
| 115 | M. C. Warner | N.Z. | Avon Standard | 1936 |
| 157 | B. A. Manning | N.Z. | M.G. | 1934 |
| 352 | M. J. Hope-Cross | N.Z. | Singer 9 Le Mans | 1934 |
| 434 | C. Gregson | N.Z. | Scott M/c | 1929 |
| 478 | J. G. Armstrong | N.Z. | S.S.1. | 1933 |
| 513 | G. E. Gibbs | N.Z. | Bentley 3½ Lt. | 1934 |
| 558 | M. S. Taylor | N.Z. | Packard | 1938 |
| 566 | C. G. Black | N.Z. | Ford "A" | 1931 |
| 578 | K. J. Macefield | N.Z. | Ford "A" | 1930 |
| 622 | B. J. Burt | N.Z. | Indian M/c | 1938 |
| 639 | J. K. Reynolds | N.Z. | S.S. | 1935 |
| 661 | T. A. Turtill | N.Z. | Cadillac | 1922 |
| 678 | K. M. Newbury | N.Z. | Ansaldo | 1923 |
| 697 | W. R. R. Bryson | N.Z. | Chrysler | 1925 |
| 719 | P. T. Fisher | N.Z. | Essex | 1925 |
| 722 | M. C. Butler | N.Z. | Fiat | 1922 |
| 728 | R. G. Winslade | N.Z. | Hudson | 1930 |
| 739 | R. R. Butler | N.Z. | Essex | 1930 |
| 743 | I. H. W. Squires | N.Z. | Dodge | 1930 |
| 748 | H. I. B. Quigley | N.Z. | Buick | 1924 |
| 750 | W. R. Cashmore | N.Z. | Chrysler | 1929 |

route 082



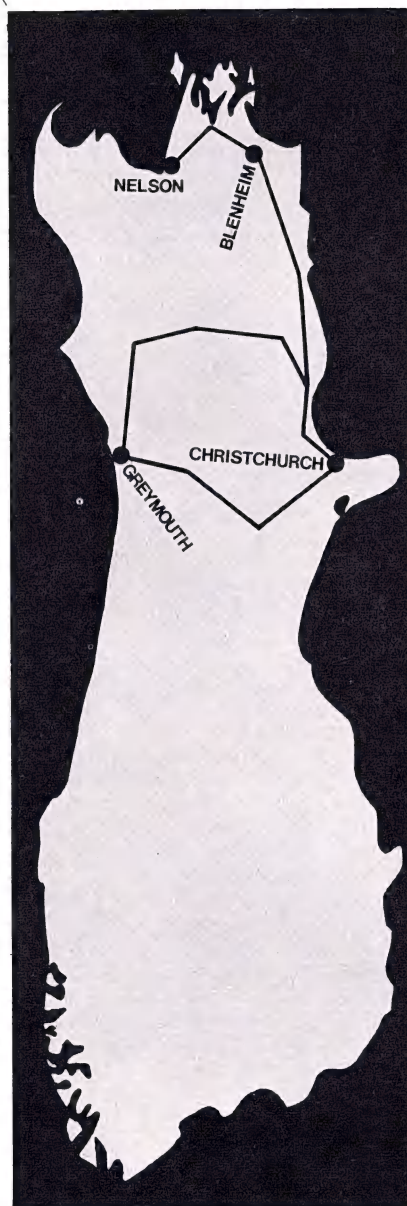
| | | | | |
|-----|---------------------|-----------|-----------------------|---------|
| 013 | T. C. Smith | N.Z. | Harley Davidson Comb. | 1927 |
| 049 | J. E. Warn | N.Z. | Chrysler | 1926 |
| 073 | G. McRae | N.Z. | Ford | 1930 |
| 127 | L. J. Roberts | N.Z. | Vauxhall | 1927 |
| 152 | R. J. Knight | N.Z. | Buick | 1924 |
| 155 | R. W. S. Ballantyne | N.Z. | Dodge | 1923 |
| 156 | G. Routledge | N.Z. | Austin | 1923 |
| 160 | T. L. Corrigan | N.Z. | Ford | 1926 |
| 162 | B. Ramlose | N.Z. | Plymouth | 1928 |
| 175 | L. F. Scott | N.Z. | Buick | 1926 |
| 180 | B. R. Glenny | N.Z. | Velocette M/c | 1936 |
| 194 | D. S. Keruse | N.Z. | Nash | 1928 |
| 199 | H. R. Gluyas | N.Z. | Dodge | 1920 |
| 260 | D. A. Boyd | N.Z. | Chevrolet | 1926 |
| 262 | R. C. Chapman | N.Z. | Wolseley | 1929 |
| 296 | T. D. Flanagan | N.Z. | Pontiac | 1930 |
| 297 | J. J. V. Gould | N.Z. | Chrysler 66 | 1929 |
| 364 | R. W. J. Osgood | N.Z. | Austin 12/4 | 1924 |
| 391 | R. Helm | N.Z. | Dodge Bros | 1928 |
| 398 | T. L. Dymond | N.Z. | Austin 4/20 | 1924 |
| 414 | D. E. Conlon | N.Z. | Ariel M/c | 1931 |
| 416 | G. G. Morris | N.Z. | Dodge | 1925-26 |
| 436 | J. H. Soar | N.Z. | Ford "T" | 1924 |
| 453 | E. Tolhurst | N.Z. | D.A. Dodge | 1929 |
| 444 | P. G. Topliss | N.Z. | Rolls Royce | 1922 |
| 453 | E. Tolhurst | N.Z. | Dodge | 1929 |
| 454 | A. J. Cross | Australia | A.J.S. M/c | 1926 |
| 466 | R. B. Scott | N.Z. | Metallurgique | 1913 |
| 521 | J. Shields | N.Z. | Hupmobile | 1930 |
| 540 | R. A. Woolf | N.Z. | Graham Paige | 1929 |
| 561 | C. G. Clark | N.Z. | Hudson | 1929 |
| 564 | C. J. & J. Inns | N.Z. | Ford "A" | 1930 |
| 565 | J. V. Hansen | N.Z. | Saxon | 1914 |
| 575 | P. J. Lawson | N.Z. | Indian Scout M/c | 1929 |
| 579 | N. B. Browning | N.Z. | Ford | 1926 |
| 584 | W. R. Auckram | N.Z. | Chevrolet | 1932 |
| 589 | A. D. Orr | N.Z. | Chandler | 1925 |
| 625 | G. J. McConnell | N.Z. | A.J.S. M/c | 1926 |
| 626 | H. J. McConnell | N.Z. | B.S.A. M/c | 1930 |
| 627 | D. K. Bone | N.Z. | Dodge D.A. | 1929 |
| 631 | L. E. Smith | N.Z. | Ford "T" | 1926 |
| 636 | H. Anderson | N.Z. | Nash | 1930 |
| 637 | D. R. Bruce | N.Z. | Rover | 1925 |
| 694 | J. G. R. Tidswell | N.Z. | Crossley | 1923 |
| 695 | J. G. R. Tidswell | N.Z. | Whippet | 1930 |
| 708 | R. W. Clarke | N.Z. | Alldays & Onions | 1907 |
| 709 | E. I. Dey | N.Z. | Ford "T" | 1921 |
| 710 | H. G. Petrie | N.Z. | Buick | 1918 |
| 711 | A. Boustridge | N.Z. | Calcott | 1914 |
| 726 | J. R. McDonald | N.Z. | Nash | 1928 |
| 731 | G. E. R. Turner | N.Z. | Triumph M/c | 1915 |

route 091



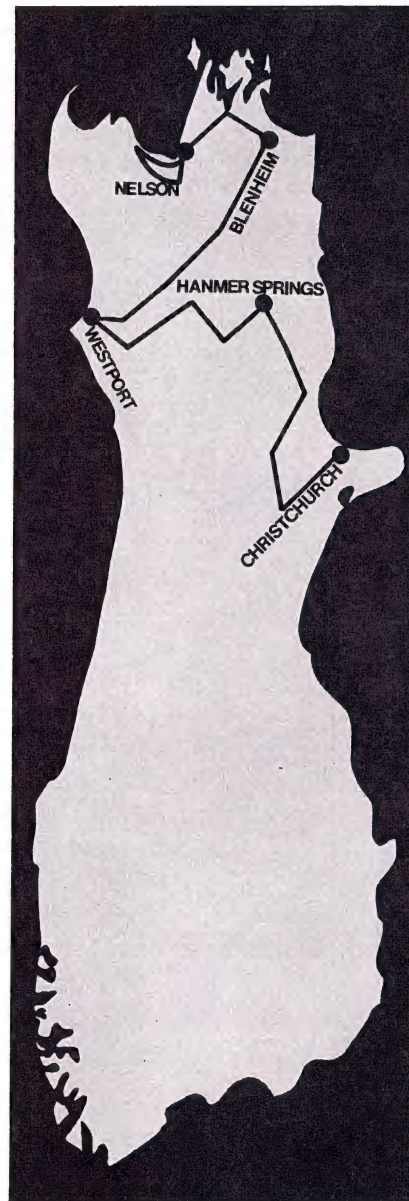
| | | | | |
|-----|-----------------------|--------------|---------------------|---------|
| 003 | G. W. Green | Australia | Bugatti | 1926 |
| 011 | R. L. Southward | N.Z. | Maudslay | 1913 |
| 014 | T. S. Chappell | N.Z. | Hupmobile | 1926 |
| 015 | T. S. Chappell | N.Z. | Harley Davidson | 1928 |
| | | | M/c Comb. | |
| 016 | E. K. Newman | N.Z. | Harley Davidson M/c | 1925 |
| 023 | J. A. Jeffery | Australia | Studebaker | 1930 |
| 024 | S. R. Bloyd | Australia | Alvis | 1937 |
| 026 | J. F. Crouch | Australia | Rolls Royce | 1926 |
| 031 | G. B. Jelfs | N.Z. | Sunbeam | 1929 |
| 033 | J. L. Goddard | Australia | Bentley | 1925-27 |
| 037 | P. D. Venables | Australia | Crossley | 1928 |
| 043 | S. W. F. Bonney | N.Z. | Oakland | 1930 |
| 055 | J. P. Southward | N.Z. | 30/98 Vauxhall | 1925 |
| 061 | L. B. N. Wills (Miss) | N.Z. | Bentley | 1929 |
| 062 | A. L. Bonney | N.Z. | Oakland | 1929 |
| 063 | J. B. Henley | N.Z. | Auburn | 1929 |
| 067 | R. H. Welch | N.Z. | Davis | 1925 |
| 074 | G. L. A. Bognuda | N.Z. | Brough Superior | 1935 |
| 082 | E. Moffitt | N.Z. | Chrysler | 1926 |
| 090 | B. W. Jackson | N.Z. | Rolls Royce | 1930 |
| 096 | A. W. Jones | N.Z. | Bentley | 1926 |
| 113 | G. M. Bain | N.Z. | Bugatti | 1920 |
| 122 | G. A. Moore | N.Z. | Austin Nippy | 1937 |
| 124 | R. J. Atley | N.Z. | Gardner | 1924 |
| 143 | C. L. Wagener | Australia | Bugatti | 1926 |
| 206 | H. D. Kiel | Australia | 30/98 Vauxhall | 1925 |
| 209 | R. J. Munro | N.Z. | Studebaker | 1930 |
| 210 | S. A. Shadbolt | N.Z. | Hupmobile | 1929 |
| 230 | T. L. Edney | N.Z. | Chrysler '75' | 1929 |
| 254 | D. Amor | N.Z. | Hudson | 1928 |
| 257 | R. N. D. Miller | Australia | 30/98 Vauxhall | 1925 |
| 273 | L. G. Ogle | Australia | 23/60 Vauxhall | 1923 |
| 278 | D. C. Richardson | N.Z. | Austin | 1923 |
| 301 | W. F. Chamberlain | N.Z. | Austin 20 | 1919 |
| 308 | R. Gunnell | Australia | Alvis | 1926 |
| 316 | P. J. Midgley | N.Z. | Chrysler '70 | 1930 |
| 317 | G. N. McVicar | N.Z. | Hupmobile | 1927 |
| 329 | J. B. R. Loughnan | N.Z. | Sunbeam | 1919 |
| 330 | M. Edwards | South Africa | F.N. | 1914 |
| 337 | G. A. Roberts | Australia | Vauxhall | 1914 |
| 348 | D. M. Wells | Australia | Austin | 1925 |
| 563 | G. M. Bain | N.Z. | Hispano Suiza | 1923 |
| 601 | J. B. Helsham | Australia | Studebaker | 1928 |
| 609 | P. W. Butler | Australia | Sunbeam | 1929 |
| 617 | D. V. Mathia | U.S.A. | Pope-Hartford | 1909 |
| 618 | W. F. Harrah | U.S.A. | White | 1910 |
| 721 | O. M. Joseph | Australia | Whippet | 1929 |
| 762 | M. F. Lamrock | Australia | Bentley | 1955 |
| 765 | C. T. R. Sundell | Australia | Rolls Royce | 1935 |

route 092



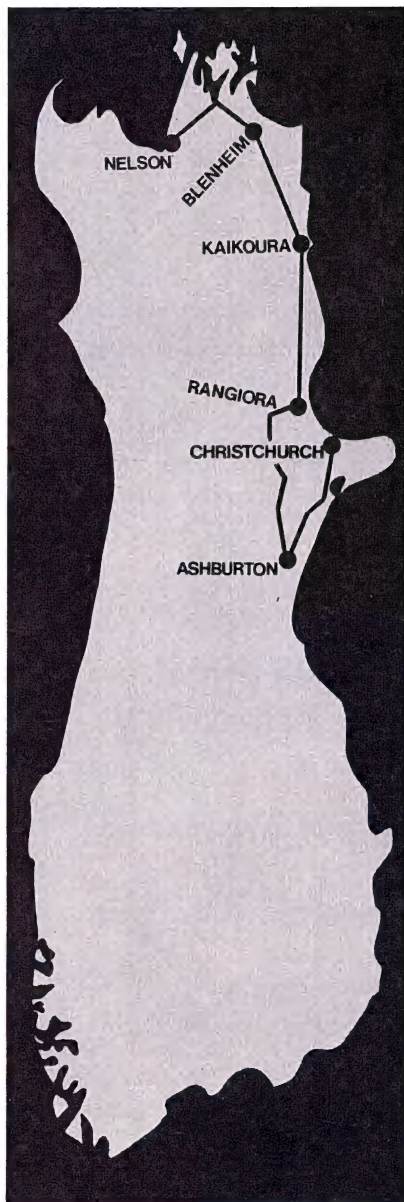
| | | | | |
|-----|-----------------------|-----------|------------------------------|------|
| 012 | B. J. Grose | N.Z. | Harley Davidson M/c Comb. | 1928 |
| 047 | W. A. Sinclair | N.Z. | Ford | 1925 |
| 054 | A. R. Williams | N.Z. | Chevrolet | 1927 |
| 056 | N. Beecroft | N.Z. | Chrysler | 1926 |
| 057 | S. Whittaker | N.Z. | Chrysler | 1926 |
| 072 | A. B. Wilkinson | Australia | B.S.A. M/c | 1924 |
| 081 | K. Morris | N.Z. | Chrysler | 1927 |
| 108 | I. F. Bengé | N.Z. | Ford | 1930 |
| 126 | G. S. Gilltrap | Australia | Ford "T" | 1926 |
| 128 | P. R. Shanks | N.Z. | Douglas M/c Comb. | 1930 |
| 129 | C. A. Jack | N.Z. | Jewett | 1922 |
| 134 | G. F. Arps | N.Z. | De Soto | 1929 |
| 141 | J. B. Morris | N.Z. | Whippet | 1928 |
| 150 | L. J. Pearson | N.Z. | Ford | 1930 |
| 154 | J. S. D. Wallis | N.Z. | Austin | 1926 |
| 159 | I. R. Lamb | N.Z. | Dodge | 1929 |
| 171 | G. L. Masemann | N.Z. | Crossley | 1926 |
| 178 | P. W. M. Townshend | N.Z. | Studebaker | 1929 |
| 189 | L.A.W. Griffiths | N.Z. | Essex | 1929 |
| 193 | R. D. Cross | N.Z. | Ace | 1921 |
| 195 | M. J. Walters | N.Z. | Hudson | 1930 |
| 197 | S. A. England | N.Z. | Dodge | 1919 |
| 203 | A. A. Hunter | N.Z. | Dodge | 1925 |
| 204 | G. W. Holstein | N.Z. | A.J.S. M/c Comb. | 1920 |
| 205 | H. M. Sarchett | N.Z. | Rickenbacker | 1924 |
| 214 | L. R. Withell | N.Z. | Ford "A" | 1930 |
| 222 | E. E. Milkins | Australia | Invicta | 1930 |
| 224 | G. Humm (Mrs) | N.Z. | Chevrolet | 1930 |
| 231 | J. G. Hamilton | N.Z. | Ford "A" | 1930 |
| 232 | W. R. Humm | N.Z. | Chevrolet | 1930 |
| 243 | J. Teague | N.Z. | Chevrolet | 1927 |
| 244 | R. K. Williams | N.Z. | Hudson | 1929 |
| 259 | M. R. Rooney | N.Z. | Ford | 1930 |
| 263 | R. Ivin | N.Z. | Ford | 1929 |
| 268 | N. W. Porter | N.Z. | Ford "A" | 1928 |
| 274 | B. A. & J. B. Goodman | N.Z. | Chevrolet | 1930 |
| 275 | C. J. Law | N.Z. | Morris Cowley | 1925 |
| 281 | C. B. A. Cowie | N.Z. | Fiat 510 | 1921 |
| 299 | D. R. Edwards | N.Z. | Ford "A" | 1930 |
| 314 | R. J. Barnett | N.Z. | Hupmobile | 1924 |
| 322 | H. M. Macdonald | N.Z. | Rolls Royce | 1935 |
| 325 | S. G. Pepper | N.Z. | Hupmobile | 1924 |
| 327 | D. W. C. Upton | N.Z. | Ariel M/c | 1931 |
| 331 | D. C. Fowler | N.Z. | Chevrolet Superior | 1923 |
| 336 | M. R. Anderson | N.Z. | Ford | 1930 |
| 366 | J. Dillion | U.S.A. | Ford "A" | 1930 |
| 606 | B. S. Butler | Australia | Hudson | 1927 |
| 607 | R. A. Parker | N.Z. | Rolls Royce | 1922 |
| 737 | D. P. Manhart | Australia | Pontiac | 1929 |

route 093



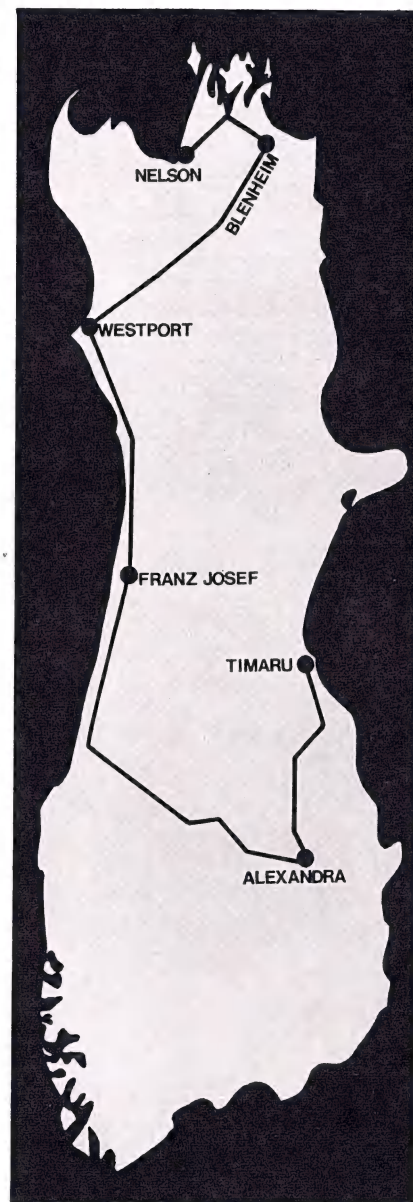
| No. | | Country | Make of Car | Year |
|-----|-------------------------|----------------|---------------------|------|
| 025 | C. Bayard Sheldon | U.S.A. | Maxwell | 1904 |
| 032 | L. B. Southward | N.Z. | Buick | 1914 |
| 086 | B. W. Munro | N.Z. | Chevrolet | 1926 |
| 125 | H. A. Lederer | U.S.A. | — | — |
| 132 | G. R. Elcock | N.Z. | Douglas M/c | 1929 |
| 223 | W. J. Williamson | N.Z. | Austin | 1930 |
| 234 | I. D. Taylor | N.Z. | Unic | 1914 |
| 241 | A. B. Roberts | N.Z. | Fiat | 1920 |
| 253 | H. B. Foster | N.Z. | Humber 10 | 1915 |
| 255 | R. E. May | United Kingdom | Sunbeam | 1925 |
| 261 | R. Crum | N.Z. | Ford | 1924 |
| 265 | G. P. Radcliffe | United Kingdom | Albion | 1926 |
| 270 | M. A. G. Pryce | Australia | Austin | 1928 |
| 287 | G. Clarke | N.Z. | Overland 85 | 1917 |
| 343 | E. J. Walker | N.Z. | Rover 12hp | 1914 |
| 345 | B. D. Pidgeon | N.Z. | Fiat 509S | 1926 |
| 354 | P. J. Shaskey | N.Z. | O.M. | 1926 |
| 362 | K. Perry | N.Z. | De Dion Bouton | 1911 |
| 381 | D. H. Bennets | | | |
| | D. W. Monk | N.Z. | Albion | 1912 |
| 400 | M. W. Stokes | N.Z. | Triumph M/c | 1925 |
| 406 | J. Riley | N.Z. | Norton M/c | 1928 |
| 407 | R. H. Barnard | N.Z. | Fiat 501 | 1925 |
| 415 | A. J. Hadler | N.Z. | Ford "T" | 1918 |
| 426 | T. D. Clements | N.Z. | Fiat 501 | 1925 |
| 430 | J. A. McLachlan | N.Z. | Cadillac | 1912 |
| 441 | M. L. C. Chapman | N.Z. | Chevrolet | 1925 |
| 448 | T. R. E. Witte | N.Z. | Talbot | 1910 |
| 486 | G. H. Whimp | N.Z. | Fiat | 1922 |
| 524 | J. Appel | N.Z. | Rover | 1914 |
| 530 | T. J. Thomson | N.Z. | Harley Davidson M/c | 1929 |
| 534 | N. H. Waterhouse | N.Z. | Dodge | 1917 |
| 550 | R. L. Duffield | N.Z. | Ford "T" | 1917 |
| 581 | A. A. Baker | N.Z. | Humber | 1915 |
| 591 | M. McFedries | N.Z. | De Dion Bouton | 1912 |
| 595 | A. W. Rountree | N.Z. | Hupmobile | 1909 |
| 643 | P. J. Cutler | N.Z. | Hupmobile | 1909 |
| 645 | L. R. Green | N.Z. | Fiat | 1926 |
| 683 | G. G. Stevens | N.Z. | Rudge Whitworth M/c | 1930 |
| 684 | G. W. Saunders | N.Z. | Austin | 1930 |
| 688 | R. J. Mundy | N.Z. | De Dion Bouton | 1908 |
| 704 | L. G. Askew | N.Z. | Singer Junior | 1930 |
| 718 | S. T. J. Northcote Bاده | N.Z. | Dodge Runabout | 1916 |
| 720 | D. R. Johnson | N.Z. | Fiat | 1922 |
| 727 | O. F. Moore | N.Z. | Austin 7 | 1929 |
| 729 | R. H. B. Foster | N.Z. | Humber | 1924 |
| 745 | L. D. Collis | N.Z. | Overland | 1911 |
| 766 | M. I. M. Smith | Hong Kong | Morgan | 1932 |
| 772 | C. H. Lloyd | N.Z. | Buick | 1918 |

route 094



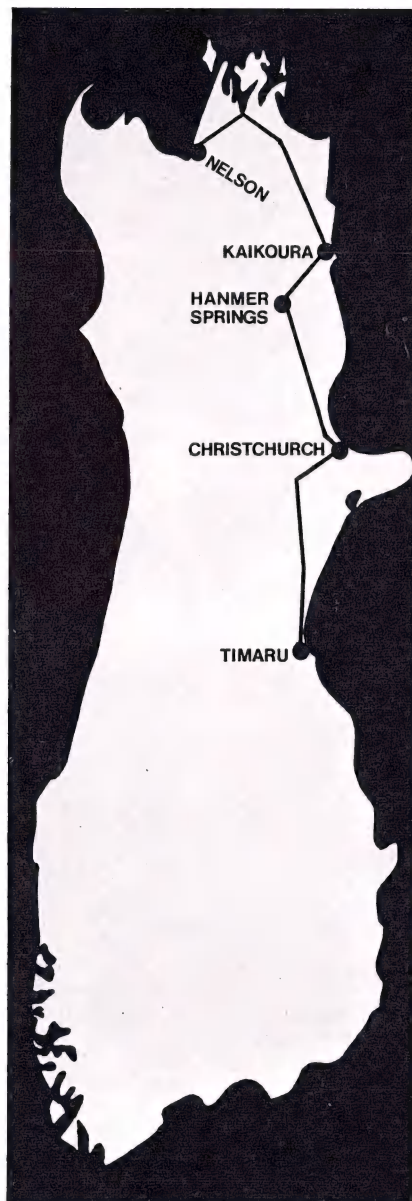
| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|-----------------------------------|----------------|--------------------|-------------|
| 058 | R. Porter | N.Z. | De Dion | 1908 |
| 099 | E. M. Delany | N.Z. | Crestmobile | 1902 |
| 342 | R. D. Fairweather | N.Z. | Renault AX | 1911 |
| 361 | A. Beattie | N.Z. | Martini | 1909 |
| 374 | B. Byers | N.Z. | Cadillac | 1906 |
| 467 | C. P. Kerr | Australia | Oldsmobile | 1903 |
| 494 | C. B. Winter | N.Z. | A.J.S. M/c | 1911 |
| 495 | M. H. Winter and F. Bertenshaw | N.Z. | Wolseley | 1900 |
| 554 | R. O. Clark | N.Z. | King Dick | 1911 |
| 594 | R. W. Jones | N.Z. | Locomobile | 1901 |
| 634 | A. T. McLennan | N.Z. | Renault | 1914 |
| 644 | D. J. Cunningham | N.Z. | Walker | 1915 |
| 657 | D. McLelland | N.Z. | B.S.A. M/c | 1912 |
| 701 | S. M. Johnson | N.Z. | Baby Triumph M/c | 1913 |

route 101



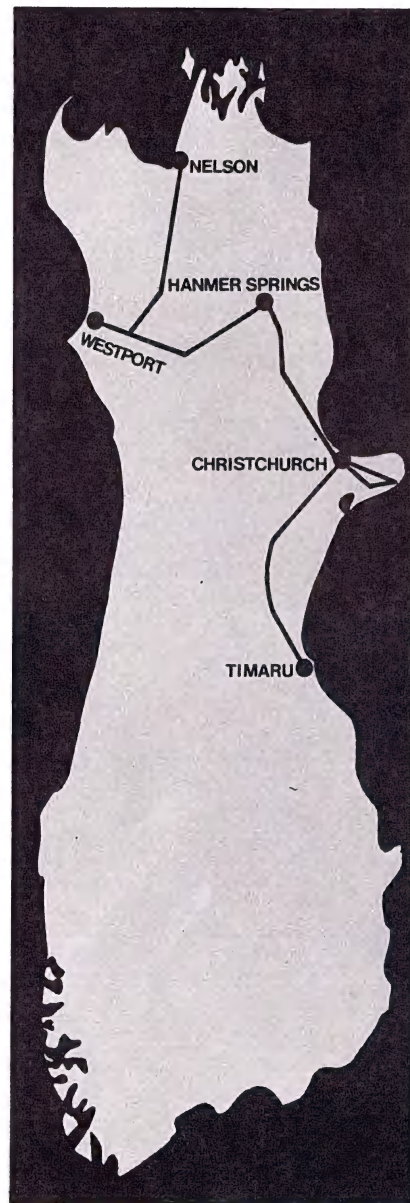
| No. | Name | Country | Make of Car | Year |
|-----|-----------------|-----------|---------------------|------|
| 001 | R. A. Scott | N.Z. | Chevrolet | 1926 |
| 046 | B. T. Benge | N.Z. | Graham Paige | 1929 |
| 059 | J. M. Sullivan | N.Z. | Bentley | 1927 |
| 069 | D. A. Collins | N.Z. | Chrysler | 1927 |
| 103 | P. W. Callender | N.Z. | Brough Superior M/c | 1937 |
| 117 | P. P. Stichbury | N.Z. | Essex | 1930 |
| 118 | A. D. Dassler | N.Z. | Arrol-Johnston | 1920 |
| 119 | P. B. Peach | N.Z. | Essex | 1927 |
| 120 | M. C. Pothan | N.Z. | Hudson | 1919 |
| 121 | R. C. Swift | N.Z. | Erskine Club Sedan | 1928 |
| 131 | G. A. Henley | N.Z. | Chevrolet | 1925 |
| 153 | J. N. Stringer | N.Z. | Chevrolet | 1932 |
| 168 | R. S. Turnbull | N.Z. | Sizaire Naudin | 1907 |
| 181 | B. K. Anderton | N.Z. | Chrysler | 1930 |
| 198 | I. D. McLean | N.Z. | Siddeley Special | 1934 |
| 218 | M. R. Crum | N.Z. | Stutz | 1927 |
| 239 | M. R. Beetham | N.Z. | Hupmobile | 1927 |
| 242 | W. G. Spite | N.Z. | Dodge | 1922 |
| 247 | O. C. Johnstone | N.Z. | Rolls Royce | 1930 |
| 258 | J. R. King | N.Z. | Riley | 1931 |
| 279 | D. J. Brown | N.Z. | Erskine | 1928 |
| 280 | G. E. Vogtherr | N.Z. | M.G. | 1937 |
| 290 | L. C. Hossack | N.Z. | Morris Cowley | 1930 |
| 371 | G. J. Shaskey | N.Z. | Essex | 1927 |
| 324 | J. A. Fergusson | N.Z. | Rolls Royce | 1936 |
| 335 | R. A. Anderson | N.Z. | Essex | 1924 |
| 349 | K. M. McGill | N.Z. | Talbot | 1937 |
| 350 | G. E. Wright | N.Z. | Bentley | 1929 |
| 356 | R. E. Duckworth | N.Z. | Fiat | 1922 |
| 357 | E. M. Smith | N.Z. | Ford "A" | 1930 |
| 358 | R. M. Smith | N.Z. | Willys Knight | 1925 |
| 360 | R. E. Beardsley | N.Z. | Bentley | 1928 |
| 363 | R. G. Todd | N.Z. | Citroen | 1937 |
| 313 | J. W. Sawers | N.Z. | Bean | 1929 |
| 382 | R. M. T. Bruce | N.Z. | Essex | 1923 |
| 396 | F. E. Gill | N.Z. | Vauxhall | 1923 |
| 403 | G. P. Harris | N.Z. | Chrysler | 1926 |
| 412 | J. H. Peebles | N.Z. | Chevrolet | 1930 |
| 419 | A. I. Fox | N.Z. | Nash | 1929 |
| 425 | J. Vanderkolk | N.Z. | Vauxhall | 1930 |
| 427 | G. J. Owen | N.Z. | Bentley | 1926 |
| 437 | M. W. Ludecke | N.Z. | Norton M/c | 1936 |
| 439 | J. J. D. Loman | N.Z. | Essex | 1930 |
| 450 | C. J. Chaston | N.Z. | Wolseley Hornet | 1933 |
| 452 | F. L. Berndt | U.S.A. | Buick | 1926 |
| 732 | M. N. Johns | Australia | Rolls Royce | 1928 |
| 733 | R. C. Donnelly | Australia | Rolls Royce | 1929 |
| 734 | G. Harris | Australia | Rolls Royce | 1922 |
| 735 | L. O'Neil | Australia | Bentley | 1928 |

route 102



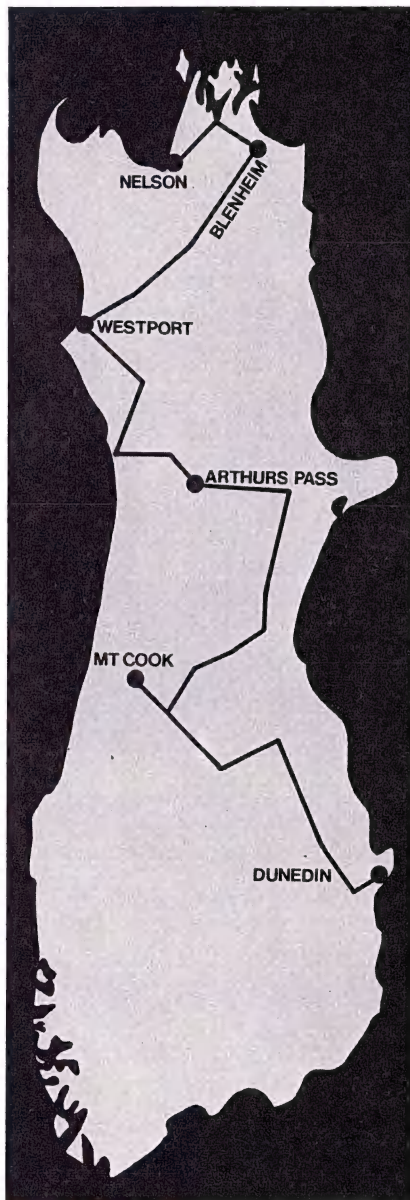
| | | | | |
|-----|-----------------------|-----------|------------------------|---------|
| 169 | H. S. B. Wallis | N.Z. | Austin | 1929 |
| 235 | C. B. Lovegrove | N.Z. | Ford "T" | 1925 |
| 328 | J. S. Thomson | Australia | Ford "T" | 1923 |
| 332 | M. C. Allan | N.Z. | Maxwell | 1924 |
| 333 | B. D. Allan | N.Z. | Triumph M/c | 1920 |
| 334 | K. M. V. Watson | N.Z. | Flint B40 | 1925 |
| 338 | C. J. Tucker | N.Z. | Dodge DA | 1929 |
| 365 | R. L. Allchurch | N.Z. | Hupmobile | 1928 |
| 369 | D. G. Campbell | N.Z. | Ford "T" | 1926 |
| 370 | M. G. Campbell | N.Z. | Ford "A" | 1928 |
| 373 | R. Hosken | N.Z. | Buick | 1927 |
| 377 | C. R. Clements | N.Z. | Ford | 1925 |
| 383 | M. G. Kingsbury | N.Z. | Graham Paige | 1929 |
| 384 | M. A. Blake | N.Z. | Essex | 1924 |
| 386 | N. L. B. Wilson | N.Z. | Austin 12/4 | 1923 |
| 387 | S. J. Falconer | N.Z. | Essex | 1927 |
| 393 | S. Barnard | N.Z. | Dodge | 1927 |
| 395 | G. W. Hockley | N.Z. | Harley Davidson M/c | 1929 |
| 397 | B. R. Belcher | N.Z. | Studebaker | 1924 |
| 405 | A. B. Ackroyd | N.Z. | De Soto | 1930 |
| 411 | R. J. Cook | N.Z. | Plymouth | 1928 |
| 420 | B. R. Prue | N.Z. | Chevrolet | 1928 |
| 435 | T. M. McQuinn | N.Z. | Graham Paige | 1929 |
| 449 | E. R. Sprosen | N.Z. | Hupmobile | 1920 |
| 455 | G. E. & S. M. Hawkins | N.Z. | Plymouth | 1929 |
| 458 | C. R. Clements | N.Z. | Ford "T" | 1926 |
| 462 | R. H. Haynes | N.Z. | Austin | 1920 |
| 463 | R. H. Haynes | N.Z. | Austin | 1923 |
| 464 | R. H. Haynes | N.Z. | Austin 7 | 1923 |
| 465 | W. Boorer | N.Z. | Plymouth | 1930 |
| 476 | M. D. Hatherley | N.Z. | Hudson | 1930 |
| 481 | C. D. Bringans | N.Z. | Essex | 1925 |
| 488 | N. H. Gibson | N.Z. | Austin | 1923 |
| 500 | I. E. Donaldson | N.Z. | Buick | 1925 |
| 508 | P. G. Mitchell | N.Z. | Dodge | 1922-23 |
| 509 | H. R. Cattell | N.Z. | Chevrolet | 1928 |
| 510 | K. T. Retallick | N.Z. | Morris Cowley | 1931 |
| 522 | J. G. Retallick | N.Z. | Chevrolet | 1930 |
| 527 | D. R. Lane | N.Z. | Ford "A" | 1930 |
| 531 | J. H. van Lith | N.Z. | Nash | 1929 |
| 535 | D. J. Fechny | N.Z. | Bullnose Morris Cowley | 1924 |
| 542 | G. S. Tulett | N.Z. | Citroen | 1935 |
| 543 | D. P. McClelland | N.Z. | Essex | 1928 |
| 551 | K. J. Whitaker | N.Z. | Willys Knight | 1924 |
| 555 | C. B. Protheroe | N.Z. | Dodge | 1923 |
| 556 | K. P. Kane | N.Z. | Chevrolet | 1925-26 |
| 557 | R. L. Vincent | N.Z. | Studebaker | 1924 |
| 572 | L. M. Cumming | N.Z. | Austin | 1927 |
| 586 | P. A. Genet | N.Z. | Ford "A" | 1928 |
| 603 | A. Bramwell | N.Z. | Harley Davidson M/c | 1930 |

route 103



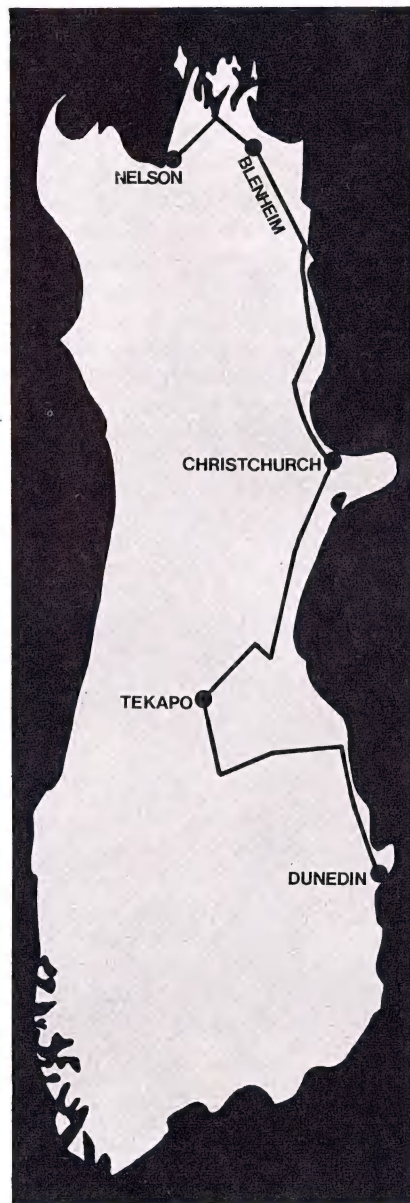
| No. | Name | Country | Make of Car | Year |
|-----|---------------------------------|-----------|---------------------|----------|
| 007 | I. D. Heather (Snr) | Australia | M.G. | 1929 |
| 008 | I. D. Heather (Jnr) | Australia | M.G. | 1929 |
| 185 | K. R. Norton | N.Z. | Harley Davidson M/c | 1927 |
| 192 | D. R. Goodman | N.Z. | Velocette M/c | 1929 |
| 196 | D. R. Ruddie | N.Z. | Harley Davidson M/c | 1918 |
| 215 | W. H. Veitch | N.Z. | Scott M/c Comb. | 1930 |
| 302 | M. G. Mehrtens | N.Z. | Talbot | 1910 |
| 498 | G. A. Hart | N.Z. | A.J.S. R8 M/c | 1930 |
| 502 | J. S. P. Palmer | N.Z. | F.N. | 1912 |
| 514 | N. C. Brady | N.Z. | Austin 7 | 1930 |
| 520 | F. De Joux | N.Z. | Austin 7 | 1929 |
| 532 | C. R. Hervey | N.Z. | Chevrolet | 1918 |
| 539 | T. M. Wilson | N.Z. | Fiat | 1913 |
| 549 | M. P. Courtney | N.Z. | Austin 7 | 1928 |
| 573 | J. H. Ferguson | N.Z. | Triumph M/c | 1929 |
| 612 | R. J. Harris and H. R. James | N.Z. | B.S.A. M/c | 1927-28. |
| 641 | G. M. Bain | N.Z. | M.G. | 1929 |
| 642 | B. H. Shackell | N.Z. | M.G. (M Type) | 1930 |
| 658 | G. W. Piddington | N.Z. | Regal 20 | 1910 |
| 676 | W. R. Clark | N.Z. | Hupmobile | 1909 |
| 677 | L. J. G. Witte | N.Z. | Fiat | 1912 |
| 706 | J. B. Loughnan | N.Z. | F/N | 1911 |
| 742 | R. D. Tidswell | N.Z. | Horstman | 1923 |

route 111



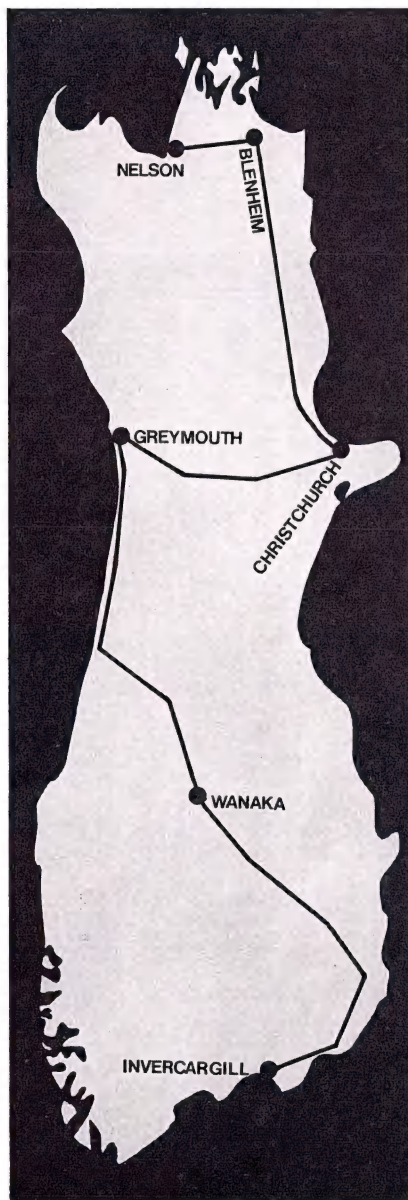
| No. | Name | Country | Make of Car | Year |
|-----|---------------------------------------|-----------|--------------------|------|
| 042 | I. G. S. Sharpe and A. A. Anderson | N.Z. | Bentley | 1927 |
| 050 | B. R. Mooney | N.Z. | Mercedes | 1930 |
| 080 | A. K. Emslie | N.Z. | Alvis | 1925 |
| 104 | W. S. C. Miller | N.Z. | Chrysler | 1930 |
| 149 | C. W. Taylor | N.Z. | Ford | 1930 |
| 167 | C. L. Odgers (Miss) | Australia | Oakland | 1929 |
| 179 | A. G. Sullivan | Australia | Austin | 1930 |
| 228 | K. M. Walmsley | N.Z. | Chrysler | 1926 |
| 256 | K. R. Harrex | N.Z. | Jewett | 1925 |
| 346 | B. P. Winder | N.Z. | Arrol-Johnston | 1926 |
| 353 | M. L. Dupont | Australia | Talbot | 1926 |
| 394 | R. E. N. Oakley | N.Z. | Alvis | 1935 |
| 471 | H. D. Harland Baker | N.Z. | Alvis | 1936 |
| 485 | M. D. McMillan | N.Z. | Alvis 12/50 | 1930 |
| 577 | P. W. Pinckney | N.Z. | Lagonda | 1935 |
| 592 | C. D. Gamble | N.Z. | Alvis Silver Eagle | 1930 |
| 628 | R. D. Woodford | N.Z. | Ford | 1932 |
| 647 | E. A. G. Lister | N.Z. | Chrysler | 1925 |
| 700 | M. H. N. Haggitt | N.Z. | Bentley | 1925 |
| 703 | W. J. Mitchell | N.Z. | Hupmobile | 1920 |

route 112



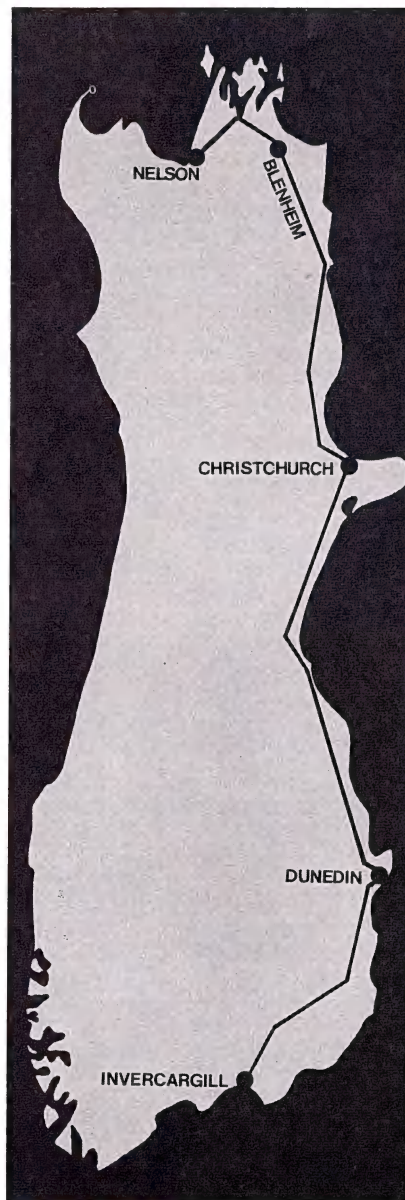
| | | | | |
|-----|--------------------------|-----------|------------------------|------|
| 039 | D. Grant | Australia | Rolls Royce | 1920 |
| 100 | C. Kay | U.S.A. | Buick | 1926 |
| 101 | M. C. Wear | N.Z. | Austin | 1928 |
| 114 | T. E. Stephens | N.Z. | Ford | 1928 |
| 130 | D. Spencer | U.S.A. | Plymouth | 1928 |
| 164 | A. R. Inch | N.Z. | Hudson | 1925 |
| 236 | R. N. Cook | N.Z. | Dodge | 1928 |
| 300 | P. D. Bell | N.Z. | Ford | 1930 |
| 312 | A. R. Sutton | N.Z. | Ford | 1930 |
| 320 | D. G. Bixley | N.Z. | Studebaker | 1928 |
| 376 | J. C. Boaden | N.Z. | Chrysler 4 | 1925 |
| 379 | Automobile Assn of Otago | N.Z. | Austin 7 | 1924 |
| 408 | J. K. Gertson | N.Z. | Austin | 1930 |
| 438 | G. J. Thompson | N.Z. | Indian Scout M/c | 1925 |
| 442 | L. H. Wood | N.Z. | Essex | 1929 |
| 447 | R. O. Walton | Australia | Vauxhall 14/40 | 1923 |
| 482 | H. C. Stokes | N.Z. | Rugby | 1929 |
| 523 | M. R. Tapp | N.Z. | Dodge | 1927 |
| 544 | J. A. Bissland | N.Z. | Indian M/c | 1923 |
| 580 | I. A. Mair | N.Z. | Chrysler | 1927 |
| 623 | P. A. Rhodes | N.Z. | Packard | 1923 |
| 624 | K. R. Thomson | N.Z. | Oakland | 1930 |
| 632 | D. G. Boyd | N.Z. | Chevrolet | 1928 |
| 635 | G. D. Crossman | N.Z. | Hupmobile | 1924 |
| 648 | B. A. Bayliss | N.Z. | Erskine | 1927 |
| 649 | D. A. Jackson (Mrs) | N.Z. | Graham Paige | 1929 |
| 652 | W. E. S. Todd | N.Z. | Buick (Master 6) | 1927 |
| 653 | C. H. Wales | N.Z. | Whippet | 1929 |
| 654 | A. D. Peterson | N.Z. | Dodge | 1930 |
| 655 | P. K. Wakefield (Miss) | Australia | Ford "A" | 1930 |
| 656 | J. R. Kydd | N.Z. | Chevrolet | 1928 |
| 659 | S. W. McLean | N.Z. | Douglas M/c | 1947 |
| 662 | R. A. J. Copland | N.Z. | Rugby | 1924 |
| 665 | P. D. Keir | N.Z. | Ford | 1930 |
| 668 | E. M. Beardsmore (Mrs) | N.Z. | Morris Oxford | 1924 |
| 670 | R. B. Richards | N.Z. | De Soto | 1929 |
| 672 | W. E. Anderton | N.Z. | Crossley | 1925 |
| 673 | M. J. Sisson | N.Z. | Ford | 1926 |
| 679 | L. P. Nimmo | N.Z. | McLaughlin Buick | 1923 |
| 680 | M. A. Edwards | N.Z. | Dodge | 1924 |
| 682 | M. A. Cox | N.Z. | Chevrolet | 1929 |
| 685 | J. P. Daue | N.Z. | Bullnose Morris Oxford | 1925 |
| 687 | T. R. Mundy | N.Z. | Buick | 1923 |
| 691 | B. M. Williamson | N.Z. | Galloway | 1927 |
| 692 | P. E. Tyson | N.Z. | Chevrolet | 1924 |
| 696 | J. R. Miller | N.Z. | Chevrolet | 1928 |
| 761 | M. T. Lawson | N.Z. | B.S.A. M/c | 1924 |

route 121



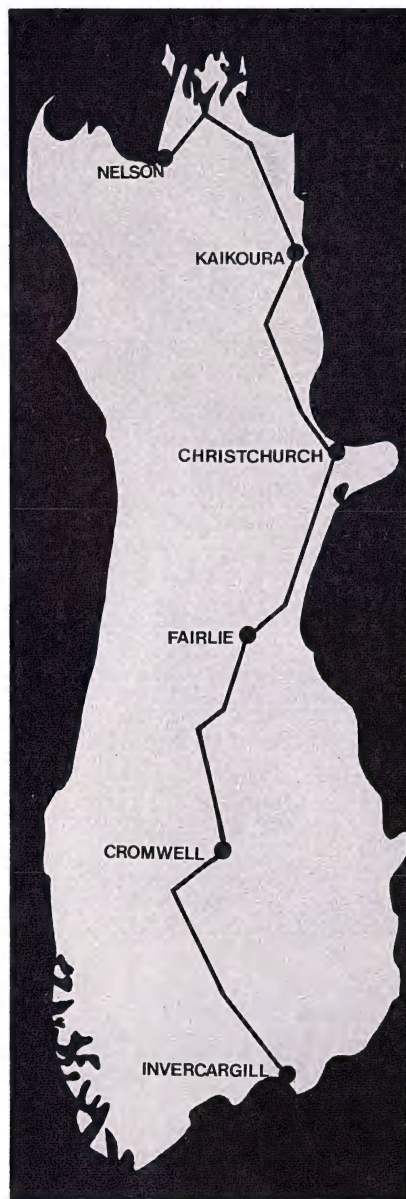
| No. | Name | Country | Make of Car | Year |
|-----|--------------------|----------------|----------------------|------|
| 087 | A. R. Seacombe | N.Z. | Bentley | 1924 |
| 106 | R. J. Whitburn | N.Z. | Bentley | 1930 |
| 151 | C. P. Croft | N.Z. | Ford | 1930 |
| 207 | A. D. Ryde (Mrs) | N.Z. | Delage | 1928 |
| 219 | R. G. Jacob | N.Z. | Lancia | 1929 |
| 212 | R. G. Disher | N.Z. | Dodge | 1930 |
| 246 | W. N. Chapple | Australia | Alvis-T.G. 12/50 | 1926 |
| 294 | P. J. Coleman | N.Z. | Harley Davidson M/c. | 1937 |
| 310 | R. C. M. Herron | N.Z. | Ford "A" | 1928 |
| 311 | A. Lieberman | U.S.A. | Bentley | 1929 |
| 367 | I. D. Bennett | Australia | Rolls Royce | — |
| 404 | D. K. McIvor | N.Z. | Beardmore | 1923 |
| 424 | J. M. Houston | Australia | Alvis | 1923 |
| 459 | F. Rennick | N.Z. | Fiat | 1922 |
| 460 | R. M. Kaplan | N.Z. | Bentley | 1930 |
| 461 | H. Kingsford-Smith | N.Z. | Chevrolet | 1929 |
| 468 | B. J. Barnes | N.Z. | Studebaker | 1925 |
| 472 | N. C. Price | N.Z. | Ansaldo 6A | 1923 |
| 477 | R. Frisken | N.Z. | Bentley | 1938 |
| 492 | T. W. Tapper | N.Z. | Chevrolet | 1930 |
| 497 | N. B. Ridd | N.Z. | Rugby | 1929 |
| 499 | R. D. McIvor | N.Z. | Aston Martin | 1930 |
| 503 | R. Stanley | N.Z. | Sunbeam | 1924 |
| 519 | E. R. Loversidge | N.Z. | M.G. | 1934 |
| 529 | C. G. A. Dodds | N.Z. | Vauxhall | 1929 |
| 538 | H. Hagan | Australia | — | — |
| 552 | W. J. Mauger | N.Z. | Sunbeam | 1929 |
| 562 | S. I. R. Heywood | N.Z. | Ford | 1930 |
| 567 | R. J. Hasell | N.Z. | Bentley | 1923 |
| 597 | T. P. Cloudsley | N.Z. | Packard | 1930 |
| 570 | G. Mihaljevick | N.Z. | Renault | 1925 |
| 604 | G. Sandford-Morgan | Australia | — | — |
| 605 | G. Sandford-Morgan | Australia | Bentley | 1934 |
| 619 | G. R. Herkes | Australia | Willys Overland | 1926 |
| 621 | L. G. Grimwood | N.Z. | M.G. | 1937 |
| 629 | W. G. Nicoll | N.Z. | Arrol-Johnston | 1927 |
| 689 | G. J. Cowley | N.Z. | Hupmobile | 1925 |
| 699 | W. J. Elks | N.Z. | Humber 16/50 | 1930 |
| 717 | W. I. Brown | N.Z. | Bentley | 1928 |
| 730 | M. C. Butler | N.Z. | Fiat | 1923 |
| 740 | L. J. Poolman | N.Z. | Lagonda | 1934 |
| 744 | M. J. Poynton | N.Z. | Hotchkiss | 1930 |
| 747 | D. I. Suckling | N.Z. | Vauxhall 23/60 | 1925 |
| 758 | G. H. Wilson | N.Z. | Chrysler | 1929 |
| 763 | J. F. C. Dyer | Australia | Lagonda | 1934 |
| 767 | H. Moffatt | United Kingdom | Bugatti Type 13 | 1923 |
| 768 | H. Moffatt | United Kingdom | Bugatti Type 35 | 1924 |
| 774 | M. J. Condon | N.Z. | Ford "A" | 1930 |

route 122



| No. | Name | Country | Make of Car | Year |
|-----|---------------------------|-----------|--------------------------|------|
| 095 | H. R. Cowie | N.Z. | Whippet | 1927 |
| 110 | L. A. Sykes | Australia | B.S.A. M/c Comb | 1929 |
| 111 | L. A. Sykes | Australia | B.S.A. M/c | 1929 |
| 138 | D. J. Haigh | N.Z. | Riley | 1922 |
| 158 | R. Ingram | Australia | Dodge | 1929 |
| 225 | A. V. Russell | N.Z. | Harley Davidson M/c Comb | 1927 |
| 245 | D. A. Jones | N.Z. | Ford "A" | 1928 |
| 250 | W. G. Fergusson | N.Z. | Reo | 1929 |
| 282 | M. Robinson | N.Z. | Chevrolet | 1929 |
| 298 | R. Grant | N.Z. | Minerva | 1926 |
| 304 | D. Steer | Australia | Ford "T" | 1926 |
| 306 | D. Hudig | N.Z. | Crossley | 1924 |
| 315 | B. W. Smith | N.Z. | Harley Davidson | 1923 |
| 318 | L. B. Young | N.Z. | Studebaker | 1924 |
| 339 | C. D. McRae | N.Z. | Alvis | 1926 |
| 340 | W. N. McVicar | N.Z. | Morris Cowley | 1924 |
| 351 | M. E. Hockley | N.Z. | Indian Scout M/c | 1925 |
| 375 | D. A. J. McLeod | N.Z. | Sunbeam | 1922 |
| 378 | F. Gregory | N.Z. | Dodge | 1928 |
| 388 | C. D. J. Robertson | N.Z. | Chevrolet | 1926 |
| 390 | R. J. Barron | N.Z. | Chevrolet National | 1928 |
| 413 | D. G. Leary | N.Z. | Ford "T" | 1927 |
| 422 | L. White | Australia | Rover | 1947 |
| 457 | A. G. Wilson | N.Z. | Ford "A" | 1930 |
| 474 | C. G. Hartwell | N.Z. | Ford "T" | 1926 |
| 504 | B. N. Stevens | N.Z. | International | 1928 |
| 516 | W. W. D. McQuarrie | N.Z. | Studebaker | 1924 |
| 582 | J. N. Lawry | N.Z. | Buick | 1925 |
| 608 | A. R. Miller | N.Z. | Ford "A" | 1928 |
| 610 | J. A. Cockburn | N.Z. | Douglas M/c | 1924 |
| 615 | K. Rillstone | N.Z. | Henderson M/c | 1922 |
| 633 | A. L. Jones | N.Z. | Studebaker | 1924 |
| 638 | W. A. Weir | N.Z. | Ford "A" | 1929 |
| 646 | B. G. Lorimer-Allen (Mrs) | N.Z. | Willys Knight | 1927 |
| 666 | B. D. Grierson | N.Z. | Harley Davidson M/c | 1926 |
| 667 | B. M. Grierson | N.Z. | Excelsior M/c | 1918 |
| 671 | G. C. Boulton | N.Z. | Ford "T" | 1926 |
| 698 | D. A. Goslin | N.Z. | Rugby Roadster | 1927 |
| 702 | G. J. Murray | N.Z. | Ford | 1927 |
| 716 | B. G. Newland | N.Z. | Essex Super 6 | 1929 |
| 741 | C. H. Pearce | N.Z. | Ford Beauty | 1927 |
| 746 | S. H. Johns | N.Z. | Willys Knight | 1928 |
| 751 | W. J. Good | N.Z. | Chevrolet | 1929 |
| 752 | N. V. Cleverley | N.Z. | Dodge | 1929 |
| 757 | W. G. Wingfield | N.Z. | Ford "T" | 1923 |
| 759 | A. C. Evans | N.Z. | M.G. (M) | 1930 |
| 760 | E. Macmanus | N.Z. | Humber | 1925 |

route 123



| <i>No.</i> | <i>Name</i> | <i>Country</i> | <i>Make of Car</i> | <i>Year</i> |
|------------|------------------|----------------|--------------------|-------------|
| 004 | W. A. Trollope | Australia | Renault | 1921 |
| 041 | W. G. Sanderson | Australia | Sunbeam | 1914 |
| 076 | J. R. Lindsay | N.Z. | Ford | 1916 |
| 107 | W. D. Read | N.Z. | Delage | 1914 |
| 116 | J. W. Barnes | N.Z. | Humber | 1915 |
| 144 | A. R. H. Jones | N.Z. | Buick | 1914 |
| 165 | C. Pearce | N.Z. | Sunbeam | 1911 |
| 170 | J. M. Taylor | N.Z. | Metz | 1914 |
| 276 | A. E. McKenzie | N.Z. | Ford "T" | 1914 |
| 289 | G. I. Browne | N.Z. | Chevrolet | 1927 |
| 359 | E. R. Eunson | N.Z. | Wolseley Siddeley | 1909 |
| 368 | L. J. Callaway | Australia | Napier | 1912 |
| 392 | V. Jacobs | Australia | Ford Fronty Racer | 1913 |
| 490 | N. A. McMillan | N.Z. | Vulcan | 1911 |
| 518 | N. R. Dewson | N.Z. | Willys Overland | 1916 |
| 533 | J. F. Toomey | N.Z. | Humberette | 1913 |
| 560 | B. K. McConachie | N.Z. | Ford "T" | 1920 |
| 611 | G. Stelling | Australia | Ford "T" | 1912 |
| 651 | T. Cook | N.Z. | Fiat | 1924 |
| 736 | J. Eisenhauer | Australia | Hupmobile | 1916 |

Schedule of Motor Shows.

Full Motor Shows will be held in

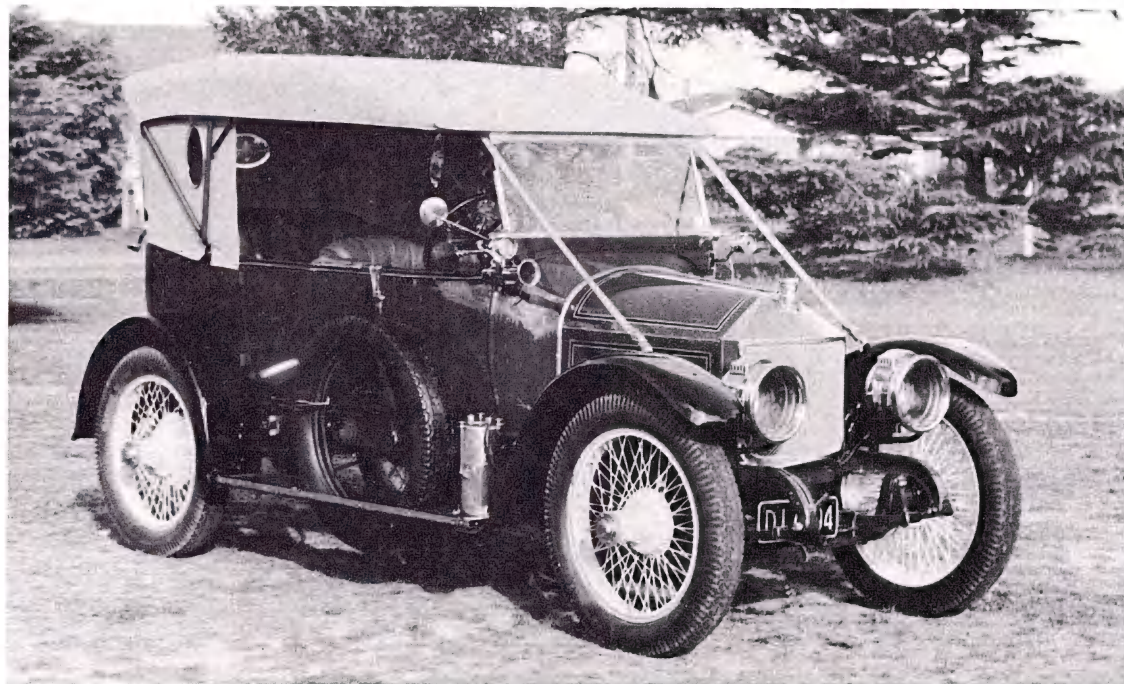
Hamilton
Napier
Palmerston North
Wellington
Westport
Christchurch—Canterbury Court
Greymouth—Barracks
Timaru
Dunedin—Drill Hall
Invercargill—Centennial Hall

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Taupo
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Pahiatua
Wanganui
Levin
Oamaru
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Entrant:
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Route No. 082.



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They called in Burroughs Ltd, major international computer designers and manufacturers, and asked them to apply modern computer technology to the task of sorting out the vintage and veteran motorists.

A B500 computer at Burroughs' Christchurch Data Centre was programmed to provide adhesive labels for the competitors' rally route books containing the required fixed data such as speed, distance, section and control numbers, together with the individual entrant's number and start and finish times for each section.

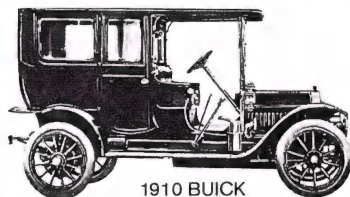
In addition, the B500 also lists the arrival and departure times of entrants by control point for each day of the rally.

A larger version of this system, the B6700, has been selected by the New Zealand Universities. Their order for five systems totals \$3½ million.

Worth \$400,000, the Burroughs B500 computer processes rally schedules at Burroughs' Christchurch Data Centre.

AC SPARK PLUGS

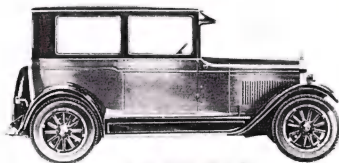
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1928 VAUXHALL



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On every Oldsmobile since 1911
On every GMC Truck since 1913
On every Cadillac since 1914
On every Chevrolet since 1916
On every Pontiac since 1926
On every Vauxhall since 1928
On every Bedford since 1931

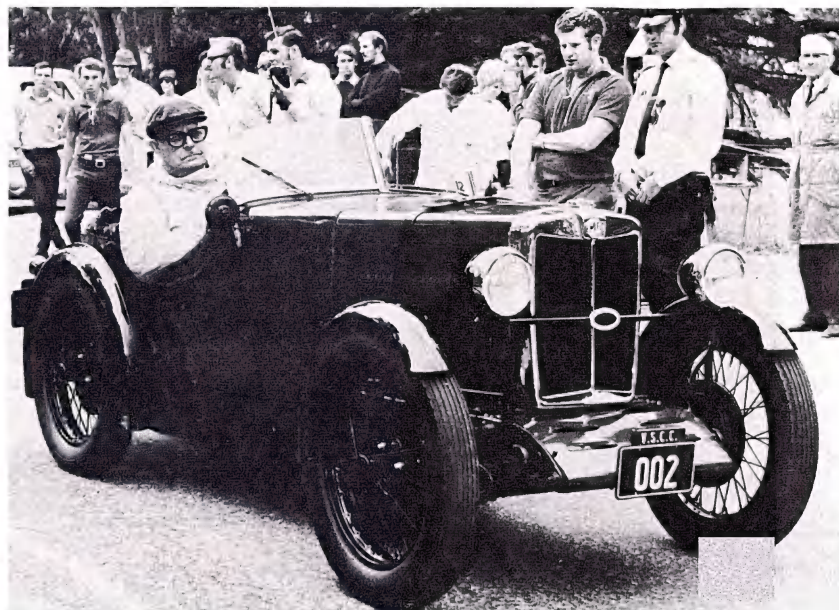


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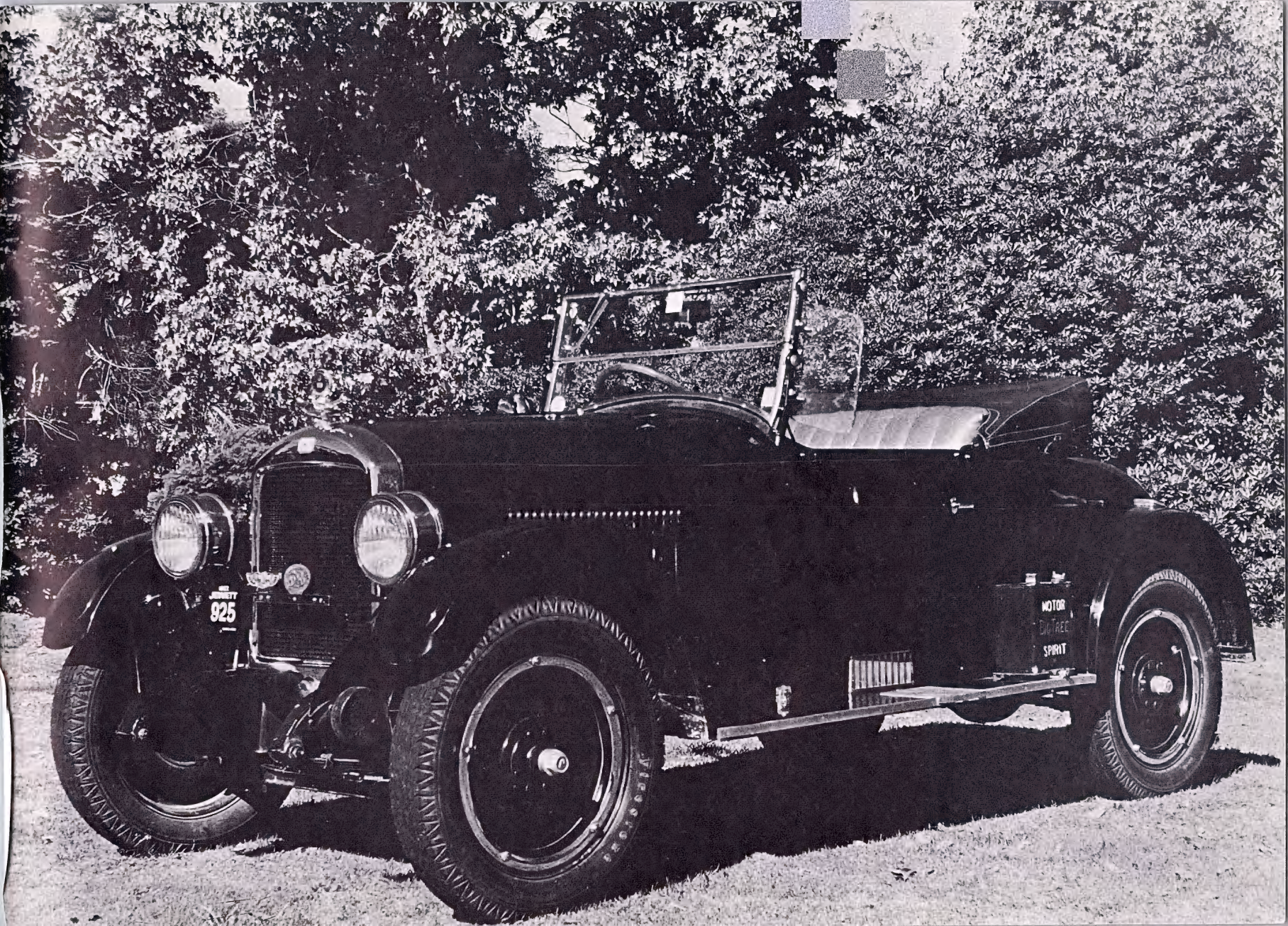


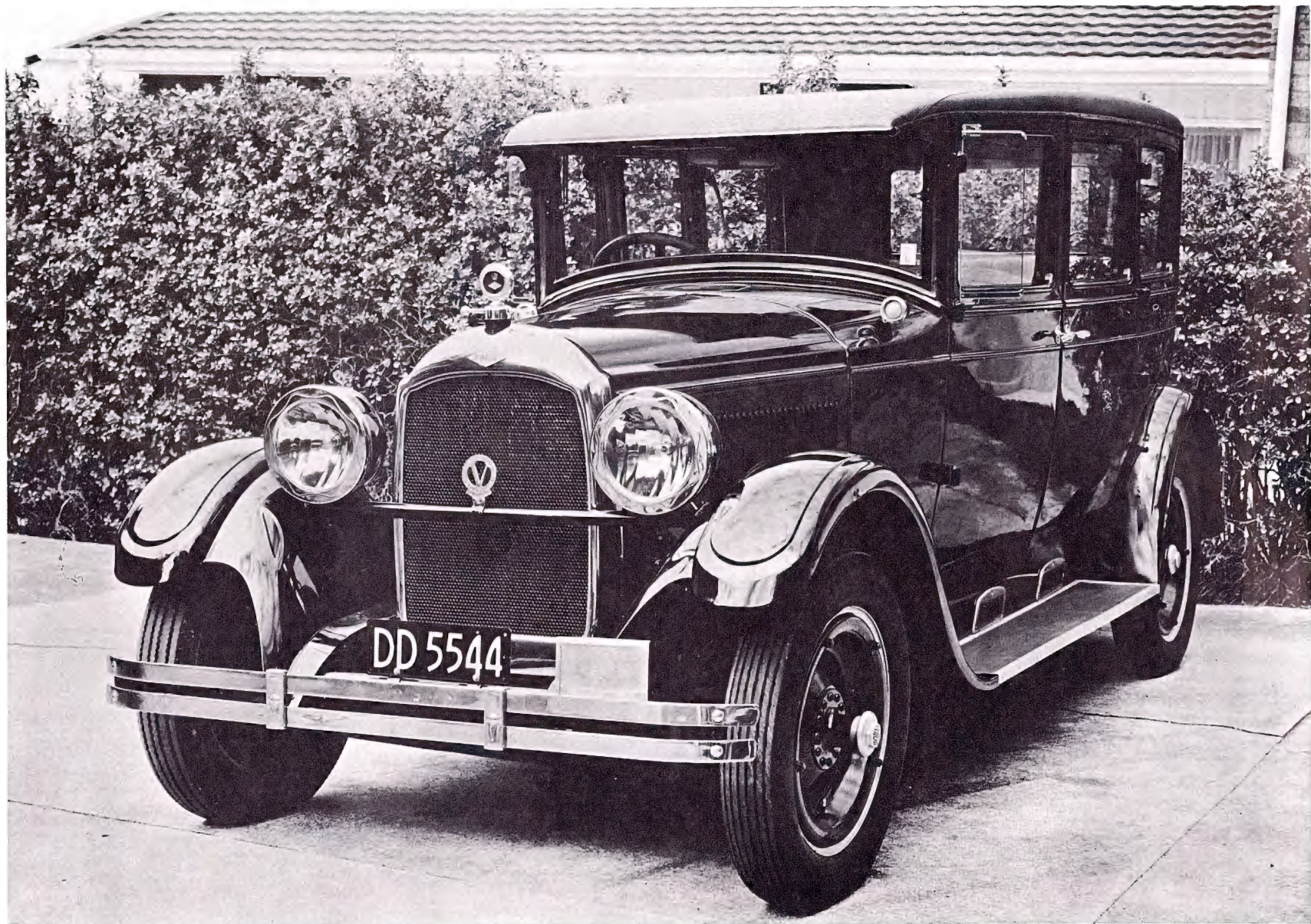
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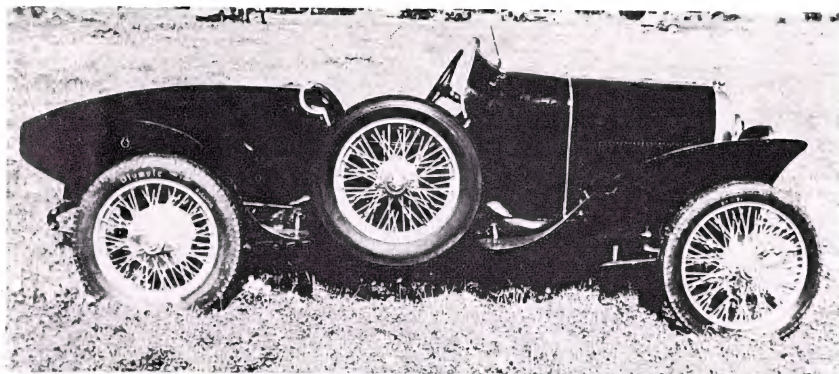
No. 007
1929 M. G. England.
Entrant:
I. D. Heather. Australia.
Route No. 103.



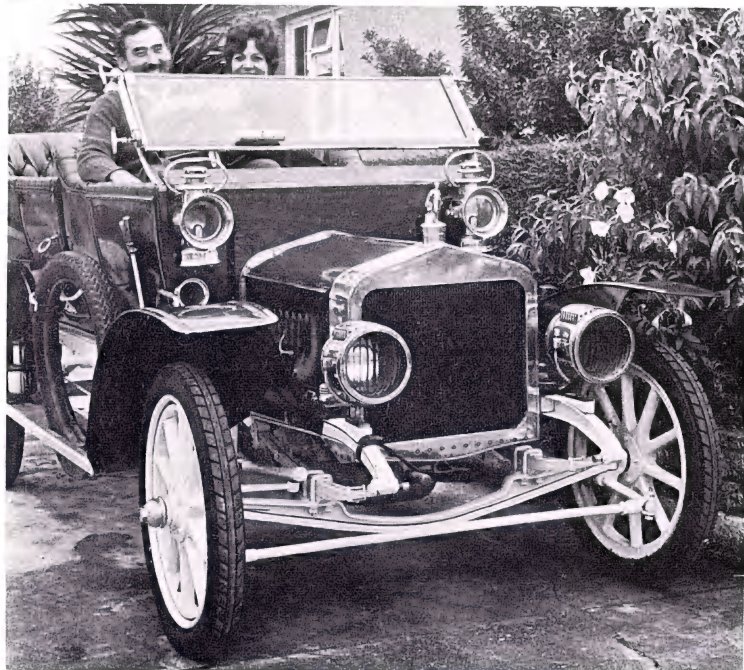
No. 129.
1922 Jewett, U.S.A.
Entrant:
C. A. Jack, Christchurch.
Route No. 092.







No. 553.

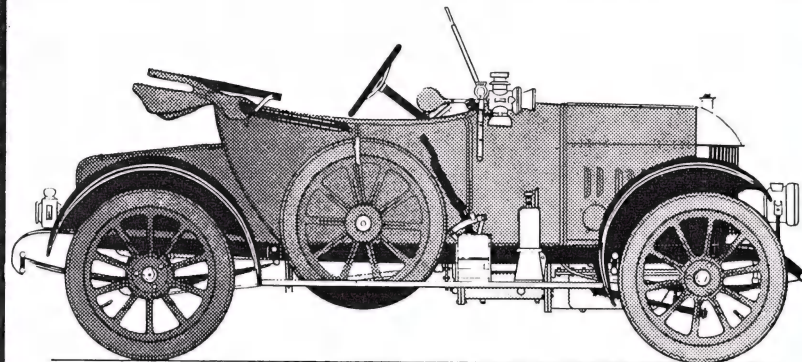


No. 148.
1926 Paige, U.S.A.
Entrant:
S. Mills, Howick.
Route No. 012.

No. 553.
1924 Fiat, Italy.
Entrant:
R. S. Richardson, Australia.
Route No. 012.

No. 490.
1911 Vulcan, England.
Entrant:
N. A. McMillan, Invercargill.
Route No. 123.

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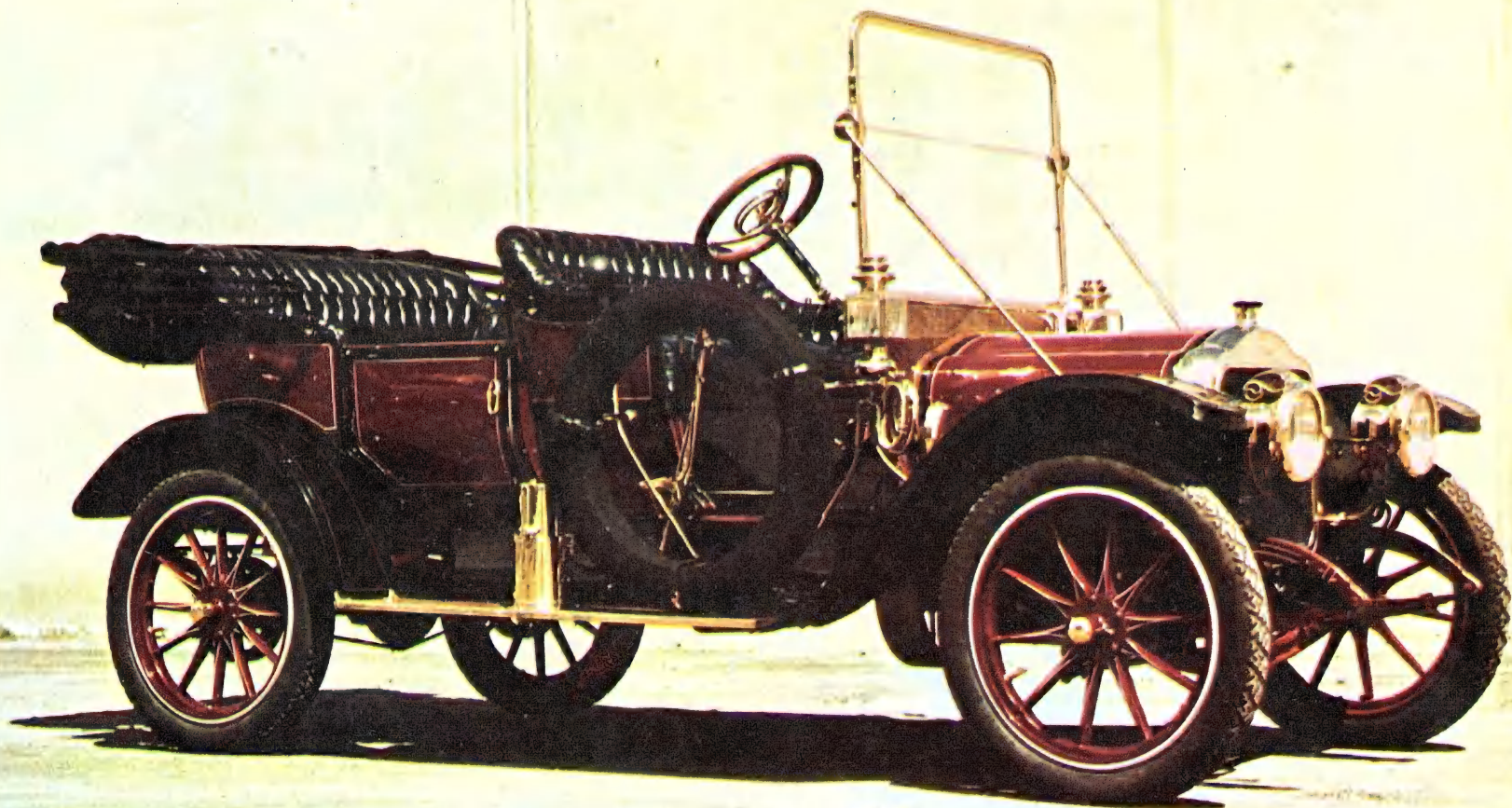
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1910 White
4cyl 226cu in
U.S.A.
Entrant:
W. F. Harrah, U.S.A.
Route No. 091.



No. 392
1913 Ford "Frontenac" Racer
4cyl 2898cc modified
U.S.A.
Entrant:
V. Jacobs, Australia.
Route No. 123.



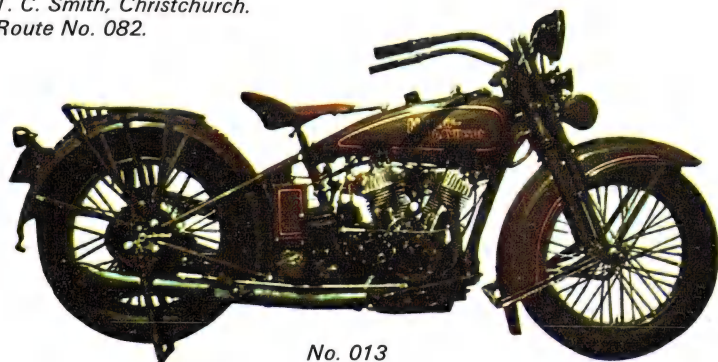
No. 392

No. 769
1909 Maxwell
4cyl 2500cc
U.S.A.
Entrant:
S. Rumble, Australia
Route No. 013.

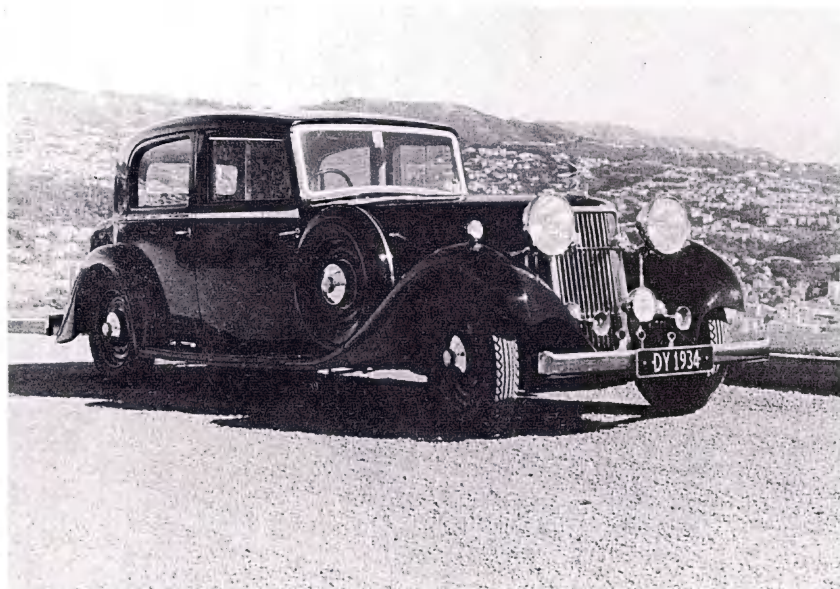
No. 013
1927 Harley Davidson
2cyl 1000cc
U.S.A.
Entrant:
T. C. Smith, Christchurch.
Route No. 082.



No. 769



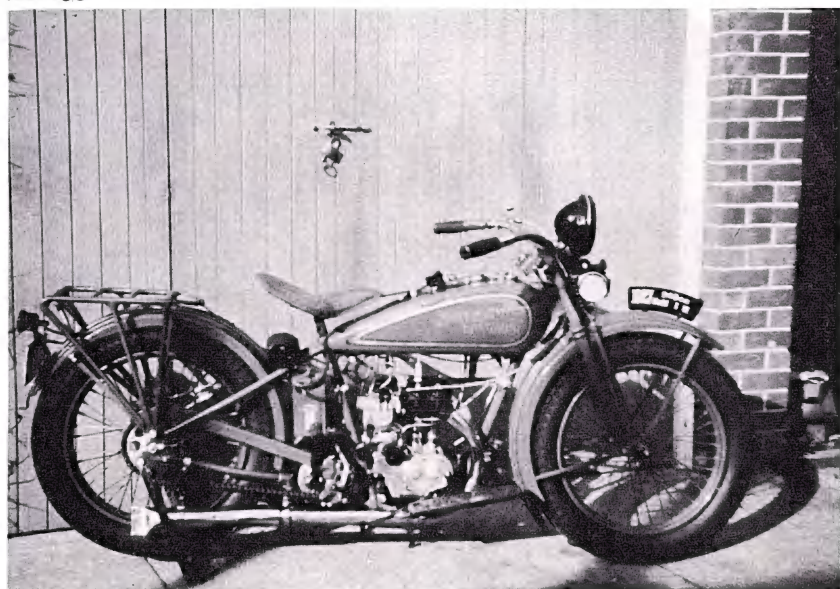
No. 013



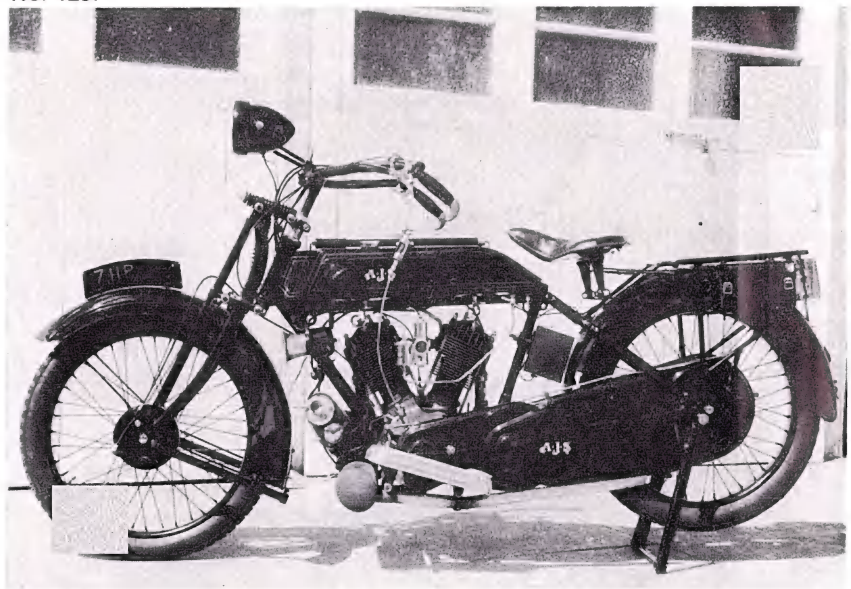
No. 198



No. 429.



No. 185.



No. 321.

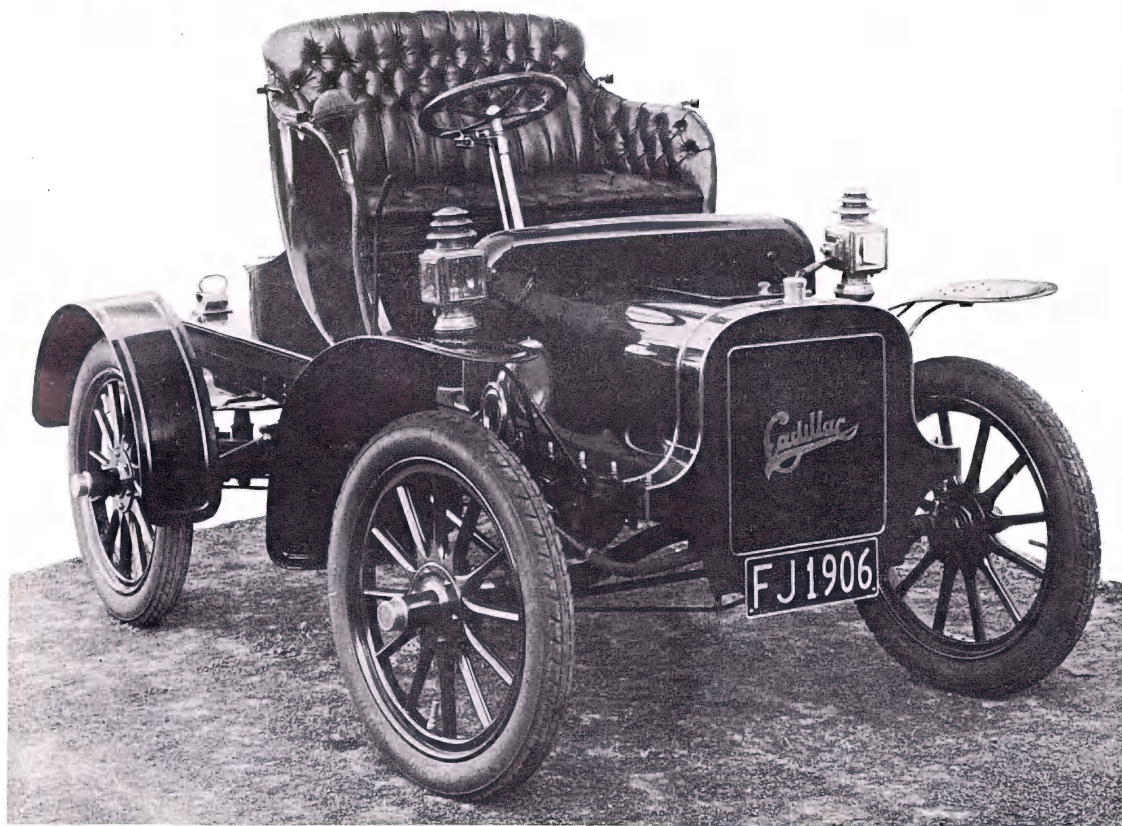
No. 198.
1934 Siddeley, England.
Entrant:
I. D. MacLean Wellington.
Route No. 101.

No. 185.
1927 Harley Davidson, U.S.A.
Entrant:
K. R. Norton, Christchurch.
Route No. 103.

No. 321.
1923 AJS, England.
Entrant:
S. N. G. Bull, Masterton.
Route No. 022.

No. 429.
1914-18 Renault Charabanc, France.
Entrant:
Auckland V & Car Club.
Route No. 013.

No. 374.
1906 Cadillac, U.S.A.
Entrant:
B. Byres, Nelson.
Route No. 094.



No. 374.

*the sound
of auckland*

1590

Jackson's Museum

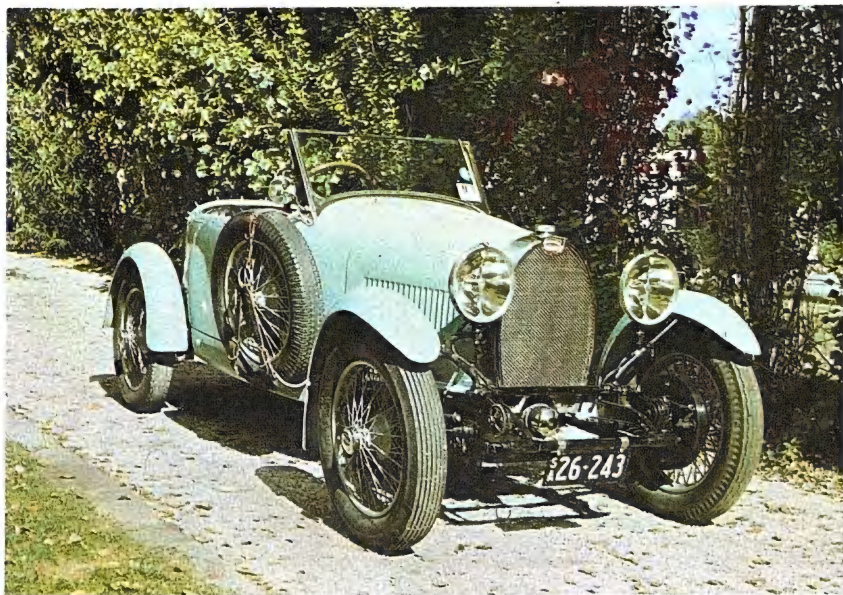
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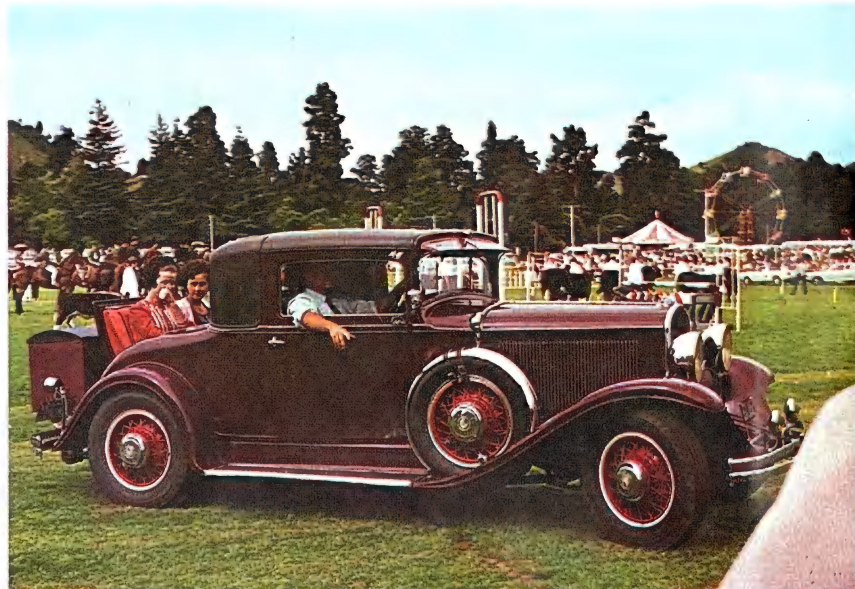
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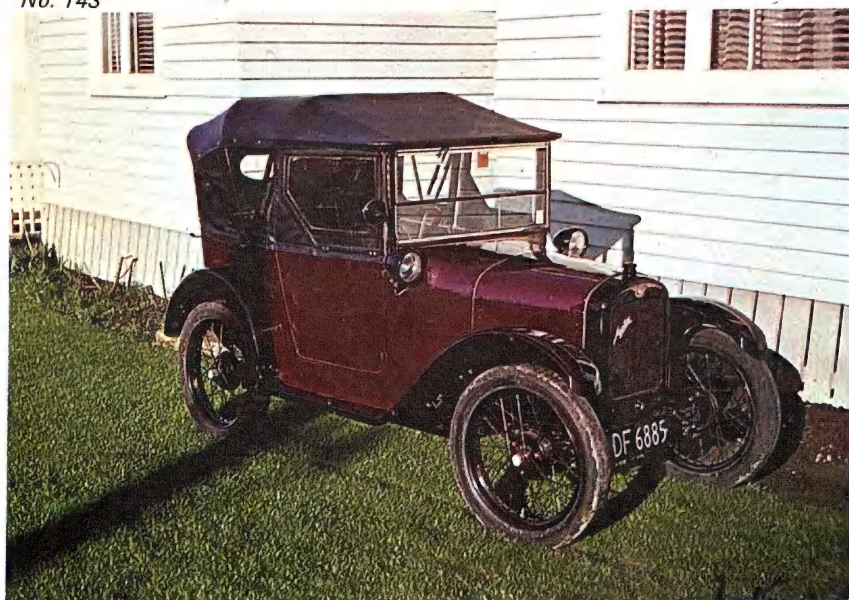
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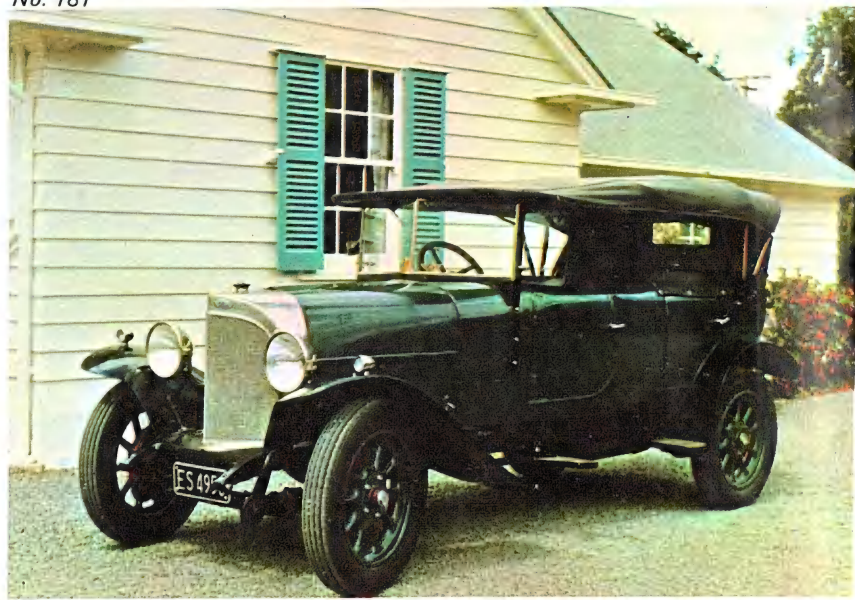
No. 143



No. 181



No. 177



No. 281

No. 025
1904 Maxwell
2cyl 5" x 5" bore and stroke
U.S.A.
Entrant:
C. Bayard Sheldon, U.S.A.
Route No. 093.

No. 143
1926 Bugatti Type 40
4cyl 1496cc
France
Entrant:
C. L. Wagener, Australia
Route No. 091.

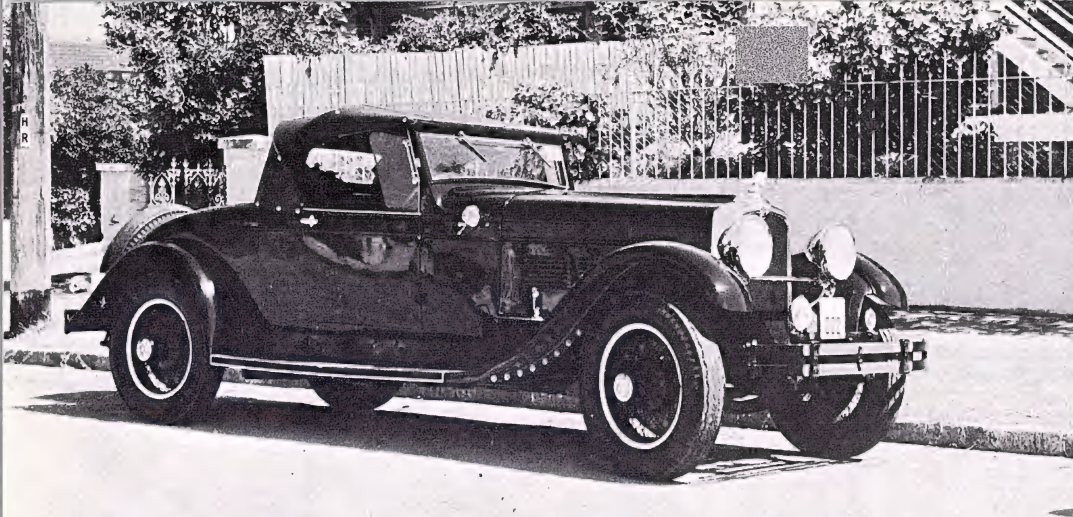
No. 181
1930 Chrysler "77"
6cyl 268cu in
U.S.A.
Entrant:
B. K. Anderton, Taihape,
Route No. 101.

No. 177
1925 Austin "Seven"
4cyl 749cc
England
Entrant:
R. Hicks, Auckland.
Route No. 013.

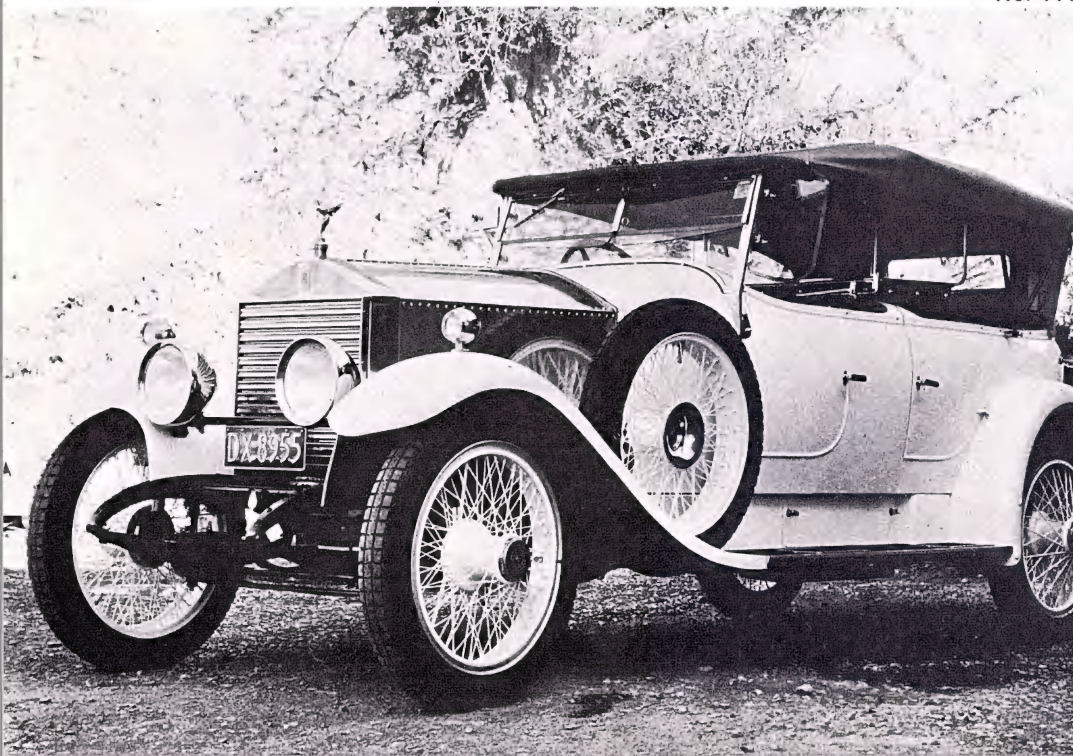
No. 281
1921 Fiat Model 510
6cyl 3400cc
Italy.
Entrant:
G. B. A. Cowie, Masterton.
Route No. 092.



No. 025



No. 182.



No. 444.

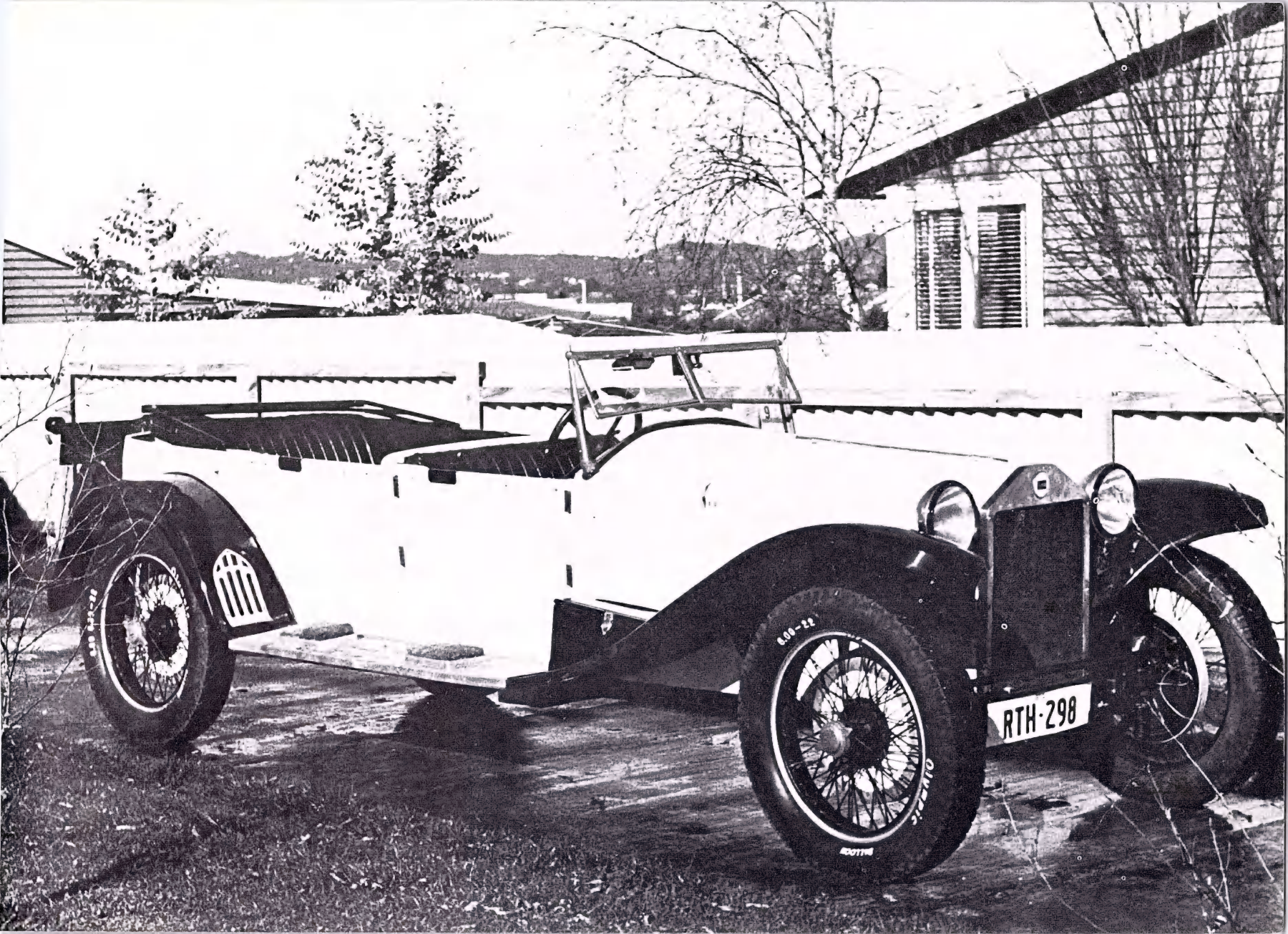
No. 182.
1928 Stutz, U.S.A
Entrant:
C F Chatwood, Australia
Route No 011

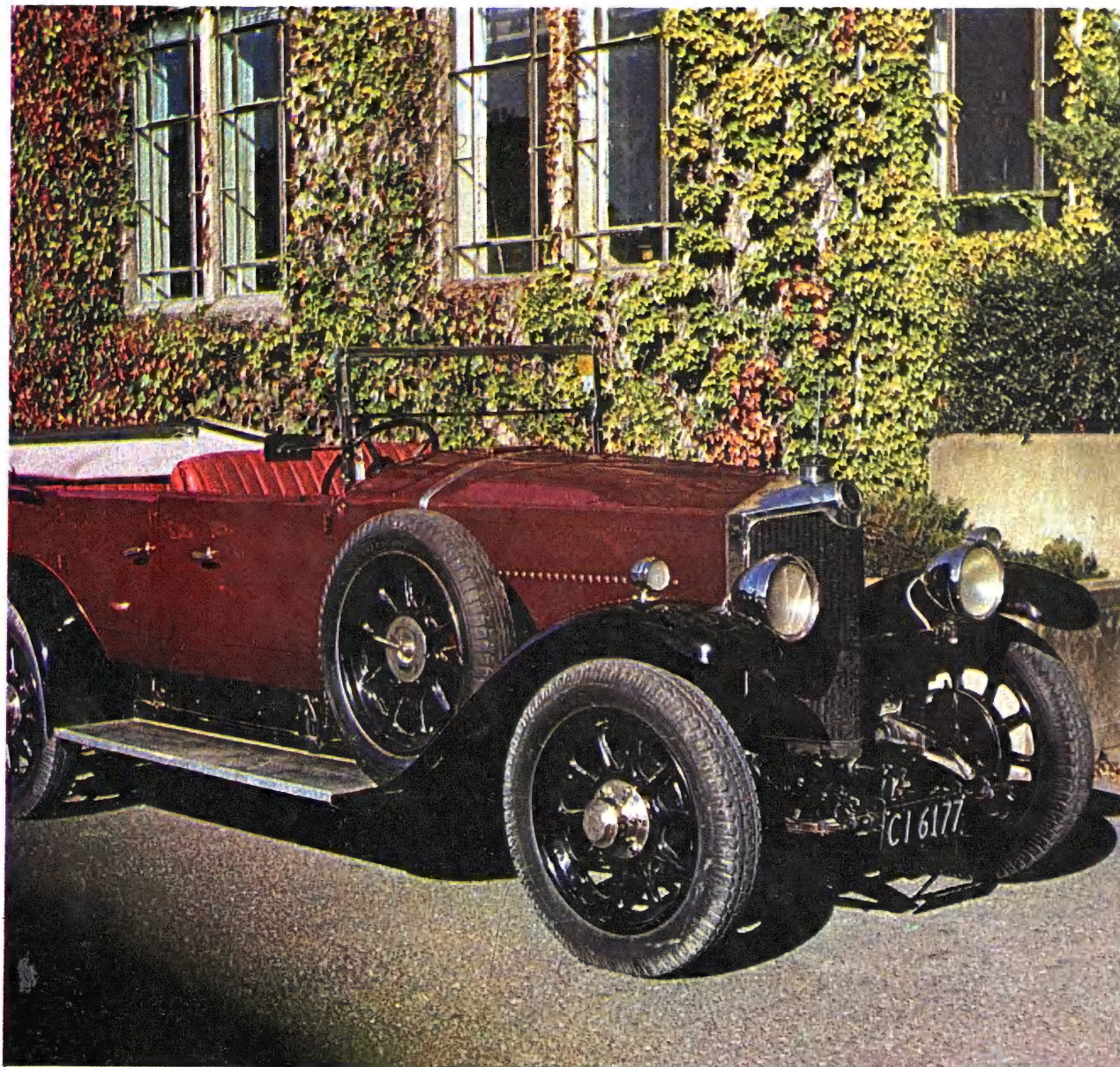
No. 444.
1922 Rolls Royce, England.
Entrant:
P. G. Topliss, Nelson.
Route No. 082.

No. 219.
1929 Lancia, Italy.
Entrant:
R. G. Jacob, Auckland.
Route No. 121.

No. 767.
1924 Bugatti Type 13, France.
Entrant:
H. Moffatt, England.
Route No. 121.







No. 171
 1926 Crossley 20.9hp
 6cyl 3192cc
 England
 Entrant:
 G. L. Masemanns, Palmerston North.
 Route No. 092.

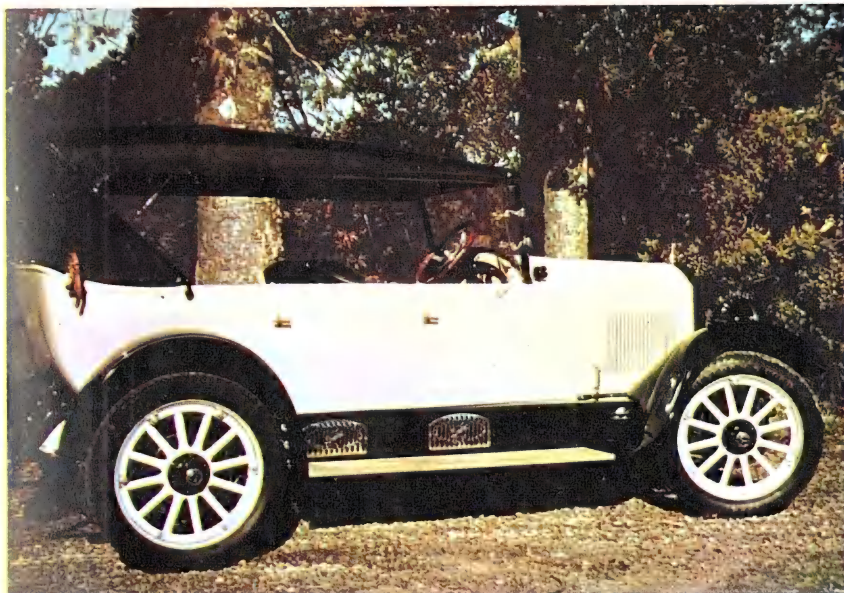
No. 102
 1924 Buick
 4cyl 170cu in
 U.S.A.
 Entrant:
 H. W. Bush, Auckland.
 Route No. 011.

No. 574
 1923 Doble Car No. E13
 4cyl 295 cu in compound steamer
 U.S.A.
 Entrant:
 B. T. Rankine, Palmerston North.
 Route No. 062.

No. 273
 1923 Vauxhall 23/60.
 4cyl 4000cc
 England.
 Entrant:
 L. G. Ogle, Australia.
 Route 091.

No. 226
 1913 Ford Model T
 4cyl 2898cc
 U.S.A.
 Entrant:
 Mrs J. L. Bowman, Putaruru.
 Route No. 013.

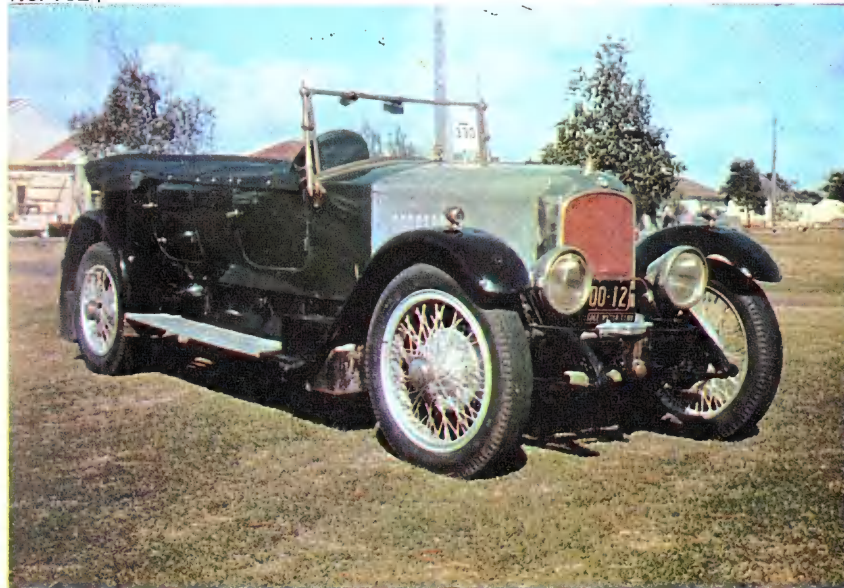
No. 171



No. 102



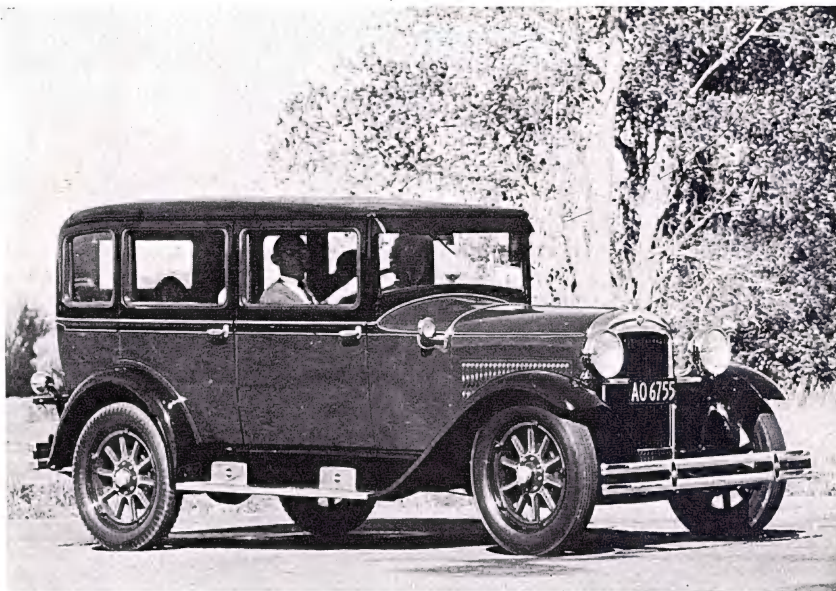
No. 574



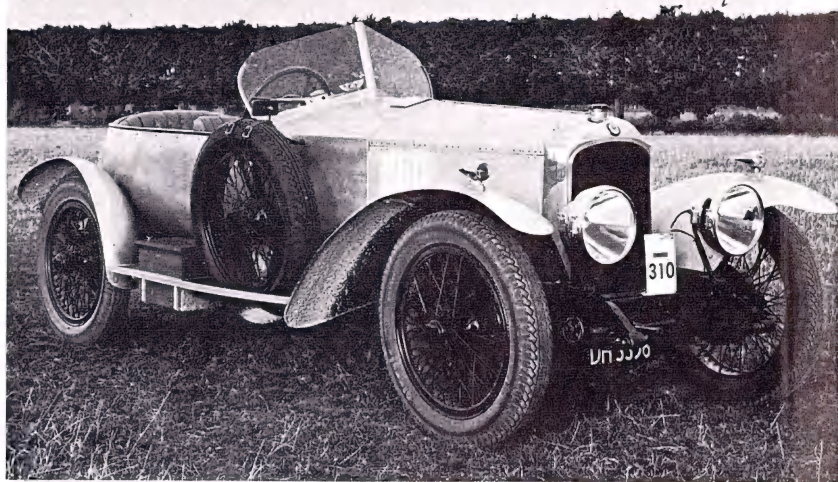
No. 273



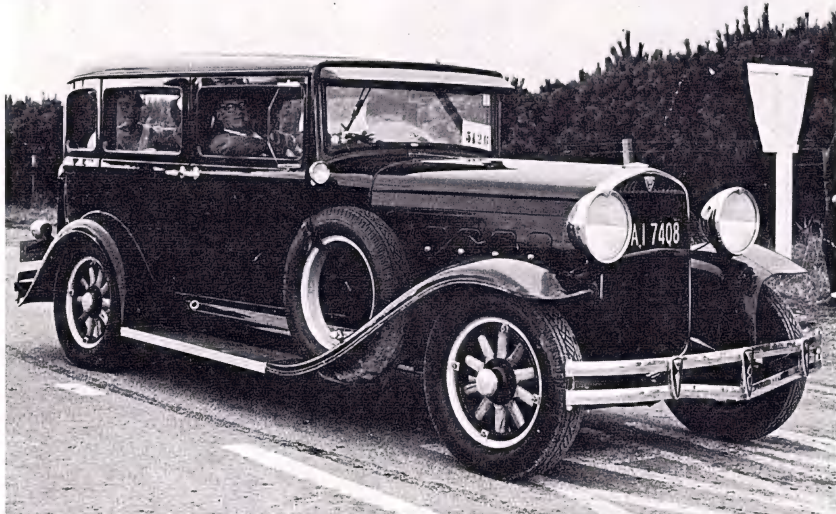
No. 226



No. 189.



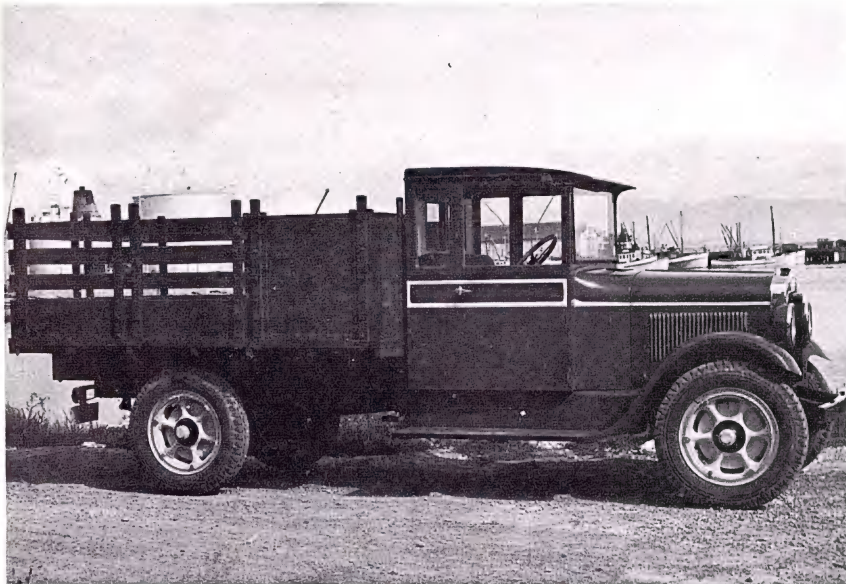
No. 002.



76 No. 476.



No. 235.



No. 189.
1929 Essex, U.S.A.
Entrant:
L. A. W. Griffiths, Christchurch.
Route No. 092.

No. 476.
1930 Hudson 8, U.S.A.
Entrant:
M. D. Hatherley, Christchurch.
Route No. 102.

No. 002.
1924 Vauxhall, England.
Entrant:
J. W. A. Newell, Rangiora.
Route 001.

No. 391.

No. 235.
1925 Ford T, U.S.A.
Entrant:
C. B. Lovegrove, Timaru.
Route No. 102.

No. 391.
1928 Dodge, U.S.A.
Entrant:
R. Helm, Nelson.
Route No. 082.



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No. 004
1912 Renault
2cyl 1600cc
France.
Entrant:
W. A. Trollope, Australia.
Route No. 123.

No. 166
1924 Rolls Royce 20hp
6cyl 3127cc
England
Entrant:
G. N. Edwards, Australia.
Route No. 012.

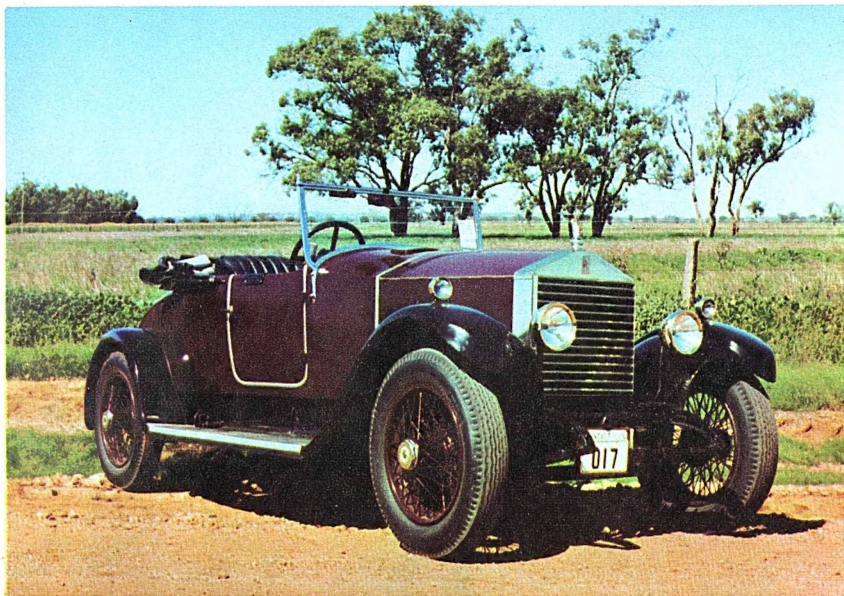
No. 668
1924 Morris Oxford
4cyl 1800cc
England.
Entrant:
Mrs E. M. Beardsmore, Dunedin.
Route No. 112.

No. 718
1916 Dodge Runabout.
4cyl 3500cc
U.S.A.
Entrant:
S. & J. Northcote-Bade, Upper Hutt.
Route No. 093.

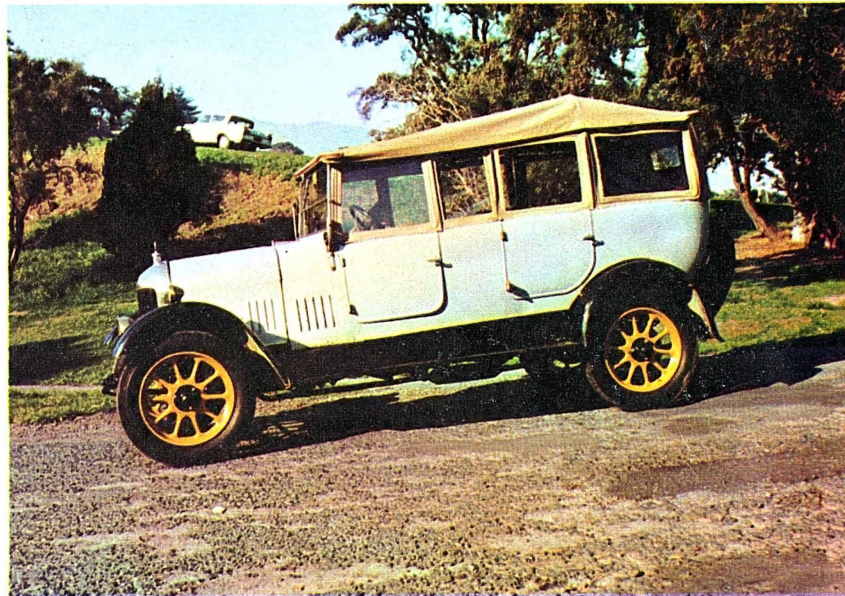
No. 268
1928 Ford Model A
4cyl 3300cc
U.S.A.—Canada.
Entrant:
N. W. Porter, Waikanae.
Route No. 092.



No. 004



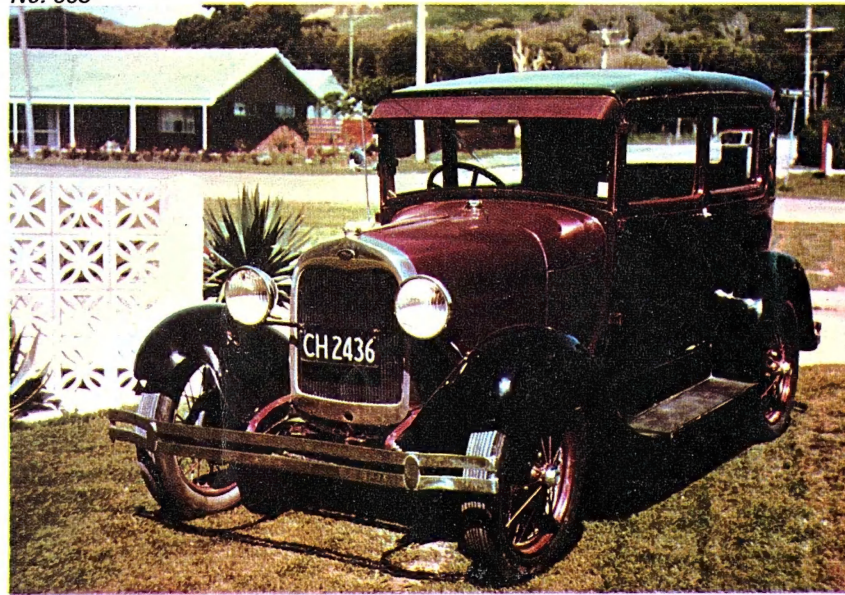
No. 166



No. 668



No. 718



No. 268



No. 617
1909 Pope-Hartford, U.S.A.
Enfant
V. Mathia, U.S.A.
Route No. 091





Yes

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is saying Yes
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